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Gerstenberg & Co., grain, seeds.*
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Rang & Co., Henry, grain commission.
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Rogers Grain Co., buyers and shippers.
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Rosenbaum Grain Co., J., receivers and shippers.
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Sawers Grain Co., grain commission.*
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Collins & Co., grain commission.*
Ellis & Fleming, grain and hay.*
Emrick Co., C. S., grain and hay.*
Ferguson Grain Co., grain, hay and feed.*
Fitzgerald Bros. Co., strictly commission.*
Gale Bros. Co., grain, hay, feed.*
Gray, Ralph, receiver and shipper.
Howard, H. W., grain and hay.*
Kramer, W. H., grain and hay.*
Maguire & Co., grain, hay commission.
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Perin Bros., millers and grain merchants.*
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Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., receivers and shippers.
Kemper, J. F., grain, hay and millfeed.
Sheets Bros. Elevator Co., The, grain, hay, straw.
Shepard, Clark & Co., grain, hay and straw.
Star Elevator Co., receivers, grain, hay, straw.
Strauss & Co., H. M., grain, seeds, hay straw.*

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Seldomridge Grain Co., grain dealers.

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.*

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Marley & Co., grain and hay distributors.

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Baldwin & Co., H. I., grain brokers.*
Kizer & Co., grain brokerage.

DENVER, COLO.

Board of Trade Members.
Ady & Crowe Mercantile Co., grain, hay.*
Crescent Mill & Elevator Co., flour and grain.
Longmont Farmers Mill & Elevator Co., flour, grain.
Scott, E. E., broker grain, cottonseed meal, bags.

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Squires Grain Co., S. E., grain merchants.*
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McLane, Swift & Co., grain buyers.*
Stimmons & Co., F. J., grain recvs. & shippers.*

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Hinds Grain Co., The, receivers, shippers.
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Morrison Grain Co., grain merchants.
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Schuff & Co., A. C., grain and hay.
Thomson & Co., W. A., corn, oats and rye.
Verhoff & Co., H., receivers and shippers grain.*
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Moon-Taylor Co., grain and hay brokers.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Merchants Exchange Members.

Burton, E. E., broker and commission merchant.
Davis & Andrews Co., grain dealers.*
Horton & Co., J. B., grain & hay commission.
Jones, Lee D., grain & hay commission.*
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Johnstone & Templeton, grain commission.
Kamm Company, P. C., barley and rye.*
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Owen & Brother Co., grain commission.
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Richardson, Edw. M., grain and feeds.
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Herb Bros. & Martin, grain and hay.*
Mahood Hay & Grain Co., hay, corn & oats.*
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McCague, R. S., grain, hay.*
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Stewart, D. G., & Geldel, grain, hay and feed.*
Walton Co., Sam'l, grain and hay.*

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Fairbank & Co., S. G., grain, hay, seeds.
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Iowa-Dakota Gr. Co., grain & com. merchants.

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Zahn & Co., J. F., grain, seeds.*

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TRINIDAD, COLO.

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Craig, J. V., hay and grain broker.*

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WINFIELD, KANS.

Head Grain Co., grain, millfeed, seeds.

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Operating Private Elevator

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M. G. RANKIN & CO.
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is sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on 'Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday—190—." Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10:30, 11:30 and 12:30 and the close, as well as the closing price the previous week.

As a handy reference record of market prices it has no equal. Each sheet is 9½x3½ inches and has spaces for one week's record. The sheets are put up in blocks of sixty—a year's supply. Order Form 97A, price 75 cents.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

E. G. HADDEN CO.
FUTURES

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Milwaukee, Wis.

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Magee Grain Company
GRAIN

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CAIRO, ILL.

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

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YEARS	WHEAT		CORN		OATS		BARLEY		RYE	
	Receipts	Shipments	Receipts	Shipments	Receipts	Shipments	Receipts	Shipments	Receipts	Shipments
1903.....	2,830,463	2,554,036	10,453,465	7,110,679	5,890,504	3,735,660	886,755	28,341	520,695	234,817
1904.....	2,124,447	1,625,385	12,848,217	9,217,189	6,034,074	3,586,492	1,038,936	35,872	601,923	166,678
1905.....	3,195,191	2,635,085	11,326,222	7,418,723	13,473,767	11,140,014	1,484,779	501,928	623,758	208,662
1906.....	4,126,822	3,612,081	12,793,810	9,705,159	12,090,482	9,730,191	1,466,624	863,348	650,806	272,574
1907.....	3,424,845	3,075,744	13,409,142	9,991,012	7,432,664	5,029,947	764,746	22,604	637,291	206,597
1908.....	4,963,264	4,694,596	10,029,457	6,943,350	6,616,273	4,001,401	666,469	14,936	587,522	267,628
1909.....	4,874,771	4,340,416	10,344,408	7,202,444	17,273,766	15,916,804	540,156	55,032	681,847	261,501
1910.....	4,307,828	3,760,906	11,760,574	9,692,767	8,999,027	6,771,727	799,522	49,490	732,849	327,325
1911.....	4,442,681	3,438,561	11,118,710	8,056,399	8,928,426	6,433,814	492,354	16,312	740,437	303,046
1912.....	3,653,655	2,864,283	13,078,063	8,902,792	13,244,867	10,287,124	526,981	53,518	617,898	336,113

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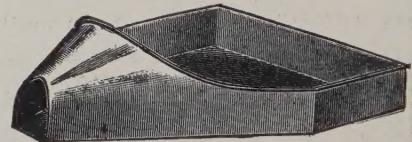
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STRICTLY COMMISSION BUSINESS
W. G. HEATHFIELD & CO.
Members of Corn Exchange, BUFFALO, N. Y.

Alder-Stofer Grain Co.

CONSIGNMENTS
A SPECIALTY

BUFFALO, - N. Y.

"The permanent success of our business
depends on our customers' continued
satisfaction. Our business has been
established forty years."

BURNS GRAIN CO.**S. M. RATCLIFFE**

Grain, Hay and Straw
Chamber of Commerce, Buffalo, N. Y.
Receiver and Shipper

A. W. HAROLD
GRAIN
BARLEY
A SPECIALTY

717 Chamber of Commerce, Buffalo, N. Y.

If Your Business

isn't worth advertising
advertise it for sale

HELP!
HELP!
HELP!

Here's a firm,
not from
Missouri, but
one of the
"show me"
kind.

The Urmston Grain Company

of Tipton, Ind.
and Buffalo, N. Y.

is a good commission firm, and
should advertise in the Grain
Dealers Journal. They will adver-
tise if we can show them returns,
hence every trial car sent them will
establish that much more forcible
argument.

Help us get their ad, we'll help
you to a good commission firm,
and they will help you to more
than satisfactory returns.

Consign to

BUFFALO, N. Y.

NEW YORK PRODUCE EXCHANGE MEMBERS**L. W. FORBELL & CO.**

COMMISSION MERCHANTS
GRAIN AND MILL FEED; OATS A SPECIALTY
Consignments Solicited. 342 Produce Exchange
NEW YORK CITY

Keusch & Schwartz Co., Incorporated
Produce Exchange, New York

Judicious Advertising as Irresistible as Niagara
The Journal Continuously Demonstrates It

CUSHING & BRANDT

CONSIGNMENTS SOLICITED
COMMISSION MERCHANTS
BUYERS OF CASH GRAIN

WE BUY HOT CORN
Make us offers, will always respond
MEMBERS

NEW YORK PRODUCE EXCHANGE
CHICAGO BOARD OF TRADE
BUFFALO CORN EXCHANGE
NATIONAL GRAIN DEALERS ASSOCIATION

424 PRODUCE EXCHANGE, NEW YORK

OMAHA GRAIN EXCHANGE MEMBERS

CAVERS ELEVATOR COMPANY
OMAHA, NEB.

Buy, Sell, Handle Consignments,
Grain and Hay, make Pure Corn
Chops, Sack grain, quote prices de-
livered any R. R. station.

CROWELL ELEVATOR COMPANY

Receivers and Shippers

GRAIN

Consignments Solicited
OMAHA

Imperial Milling Co. Elevator

Office, Brandeis Bldg., Omaha, Neb.

We buy and sell Grain, Sack Grain,
and Solicit Consignments.

E. E. HUNTLEY
GRAIN BROKER

Reference: Any Bank or ELEVATOR Firm in Omaha
Correspondence Solicited

"All We Know Is Consignments"

MERRIAM COMMISSION CO.
GRAIN

Brandeis Bldg.

OMAHA

"More-than-
satisfactory-
service"—

When you Consign

Udike Grain Co.
Grain Commissio
Omaha, Neb.

Encourage ADVERTISING

by your attention—the benefits
are yours. Mention The

Grain Dealers Journal

Consignments

Personal Attention,
Experienced Ability,
Diligent Efforts,
Satisfactory Service
Lucrative Returns.

Receivers and
Shippers of Grain

Try the next car to

Saunders-Westrand

Elevator Company
OMAHA, NEBR.

TOLEDO PRODUCE EXCHANGE MEMBERS

JOHN WICKENHISER & CO.

Wholesale Grain Dealers
TOLEDO, OHIO

We make track bids and quote delivered prices.
Solicit consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
Board of Trade

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* pre-
sents only reputable concerns.

WHEN "SEEDY"

Try

C. A. KING & CO.
Toledo Leads World

**Clark's Car Load
Grain Tables**

Seventh Edition. Revised and Enlarged

With these tables you can quickly check
up all reductions and detect and prevent
errors, which in the car lot business are
liable to run into the hundreds of bushels.

Largest and most complete carload re-
duction table ever published. Five new
tables have been added and a set of tables
for Malt is included in this new edition.
RANGE—Oats and Cotton Seed (32 lbs.),
7 tables, from 20,000 to 97,000 lbs. Malt
(34 lbs.), 5 tables, from 20,000 to 75,000 lbs.
Barley, Buckwheat and Hungarian Grass
Seed (48 lbs.), 7 tables, from 20,000 to 97-
000 lbs. Corn, Rye and Flax Seed (56 lbs.),
9 tables, from 20,000 to 118,000 lbs. Wheat,
Clover, Peas and Potatoes (60 lbs.), 9
tables, from 20,000 to 118,000 lbs. The
number of bushels in any weight of grain
within the numbers specified above are
given in bold face type, the remaining
pounds in light face type. Pounds are
printed in red and bushels in black.

PAPER—These tables are printed on
durable heavy linen ledger paper and
bound in leather covers with marginal
index.

Price, delivered, \$2.50

Grain Dealers Journal
La Salle St. Chicago, Ill.

A bug in your ear

The most profitable way to dispose
of your wheat is to

**Consign to
Southworth**

You get all the market
affords—in addition to
service with a big "S".

Southworth & Co.

Grains—Seeds—Provisions
TOLEDO, OHIO

Watch for our Daily Letter, with whea.
bid, in Toledo Daily Market Report



RECEIVERS, SHIPPERS AND BROKERS

McCRAy, MORRISON & COMPANY
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
 When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.
 None are more able to give you this than we.
 Correspondence Solicited. **KENTLAND, INDIANA**

E. A. GRUBBS GRAIN CO.
 Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

TRY

T. P. GORDON COMMISSION CO.
 Grain Merchants, St. Joseph, Mo.

On your next shipment

Our service plus personal attention will net you results.

Paul Kuhn & Co.
 Receivers and Shippers of
GRAIN
 Terre Haute and Evansville, Ind.

**CRABBS REYNOLDS
 TAYLOR CO.**
 GRAIN AND CLOVER SEED
 CRAWFORDSVILLE INDIANA

IOWA-DAKOTA GRAIN CO.
 Grain and Commission Merchants
 FURNISHING GRAIN TO MILLS AND
 INTERIOR POINTS A SPECIALTY
 Write or Wire for Prices. **SIoux CITY, IA.**

E. F. Shepard O. W. Trapp Chas. G. Clark
Shepard, Clark & Co.
 218 Columbia Bldg., CLEVELAND, O.
GRAIN HAY STRAW
 Dried Beet Pulp. "Hector" Distillers Grain, Mill Feed

E. I. BAILEY
 CLEVELAND, OHIO
 Receiver and Shipper of
 Corn, Oats, Millfeed
 ASK FOR PRICES

The D. W. RANLET CO.
 708 Chamber of Commerce, BOSTON, MASS.
 Cash buyers of all kinds of grain, for the New England Territory. Sample wheat, barley, screenings, oat-feed, malt sprouts, etc., specialties. We solicit correspondence

BALDWIN GRAIN COMPANY
 GRAIN BROKERS
 BUYERS OF CAR LOTS
 R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

L. E. SLICK & CO.
 402-405 Livingston Bldg., Bloomington, Ill.
CASH GRAIN
 We Buy Grain for All Markets.
 Both Phones. Get Our Prices.

MATTHEW D. BENZAQUIN
 GRAIN AND FEED
 Brokerage and Commission
 DOMESTIC AND EXPORT
 505 Chamber of Commerce, Boston, Mass.

The Norton Grain Co.
 Receivers and Shippers
KANSAS HARD WHEAT
 Topeka - - - Kansas

If You Have
 NEW RED OATS
 NEW ALFALFA HAY
 or NEW ALFALFA MEAL
For Sale

**STOCKBRIDGE
 SERVICE
 SATISFIES**
 "That's the Reason"
 Stockbridge Elevator Co., Jackson, Mich.

KINSEY BROS.
 GRAIN, HAY and SEED MERCHANTS
 Field Seeds a Specialty
 NORTH MANCHESTER, INDIANA

Write to
JOSEPH GREGG & SON
 GRAIN AND HAY BROKERS
 ATLANTA GEORGIA

WILLIS E. SHELDEN
 Wholesale Grain
JACKSON MICHIGAN

**HAY
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McCASKEY-WILLITS CO.—Inc. \$50,000.00

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REASONABLE ARRIVAL
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EMPIRE BLDG.

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INDIANAPOLIS BOARD OF TRADE MEMBERS

The Mutual Grain Co.
 INDIANAPOLIS, IND.
COMMISSION and BROKERAGE
 Best of attention given each shipment
 Your Consignments Solicited

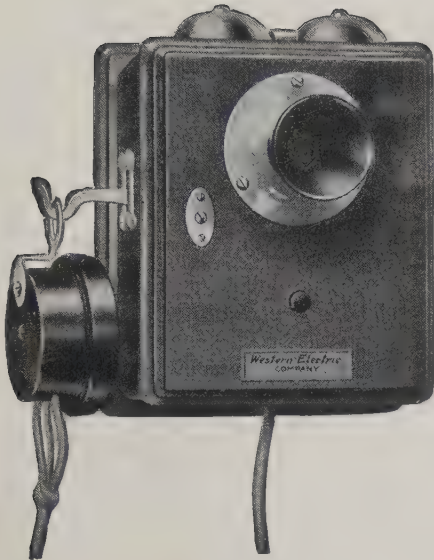
The Bassett Grain Co.
 Indianapolis, Indiana
 616 Board of Trade Building
 Phones 80

GET OUR FIRM PRICES ON
Sound Yellow Ear Corn
 Official Weights and Inspection. Prompt returns.
 We don't work on shippers capital. Write us.
MERCHANTS HAY & GRAIN CO.
 INDIANAPOLIS, IND.

Jordan & Montgomery Co.
 WHOLESALE GRAIN
 623 Board of Trade Bldg. Both Telephones 18
 We operate our own Terminal Elevator
 at Indianapolis.
 INDIANAPOLIS INDIANA

**TRY
 Hoosier Grain Co.**
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on the pulse
of your organization
all the time

A system of

Western Electric Inter-phones

will provide the means for securing real
co-operation between departments.

Give your department heads and yourself the
advantages of automatic instantaneous communi-
cation with any other department and watch the
increase in efficiency. No time wasted in walking
or waiting.

Send for booklet and prices

WESTERN ELECTRIC COMPANY

Manufacturers of the 7,000,000 "Bell" Telephones

New York	Chicago	Kansas City	San Francisco	Montreal	London
Buffalo	Milwaukee	Oklahoma City	Oakland	Toronto	Berlin
Philadelphia	Pittsburgh	Minneapolis	Los Angeles	Winnipeg	Paris
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EQUIPMENT FOR EVERY ELECTRICAL NEED





SPROCKET WHEELS
Plain, Split or with Clutches



By comparison the best. Full line of
WAGON, HOPPER AND DUMP SCALES



PULLEYS
Cast Iron, Steel, Rim, Wood
Split, Friction Clutch



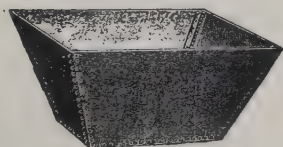
CUP BOLTS
All kinds



GRAIN TESTERS
All sizes



BELTING
Rubber and Leather



BOOT PANS
All sizes



SALEM CUPS



SPROCKET CHAIN
All sizes



CAST IRON BOOTS
Adjustable. All sizes.



LOADING SPOUTS
Best material. Made in any size.

LARGEST STOCK

Grain Elevator Machinery and Supplies

LOWEST PRICES

SHEAVE WHEELS
TRANSMISSION ROPE
DISTRIBUTING SPOUTS
INDICATOR STANDS
SPIRAL STEEL CONVEYOR
CONTROLLABLE WAGON DUMP
PLAIN DUMP IRONS
EAR CORN FEEDERS
FEED MILLS
MAN LIFTS, ETC.

**Get Our Prices on Gasoline Engines and
Automatic Scales Before Buying. We
Will Save You Money.**

**SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.**

Can we favor you with a copy of our Handy
Net Price Catalog?

Everything in the Elevator

CAN BE HAD FROM THE

American Supply Co.
OMAHA NEB.

BIN GATES
All kinds



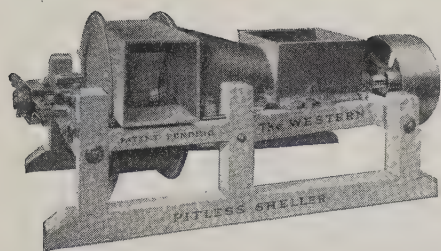
COUPLINGS
All styles. Roversford, Com-
pression Coupling.



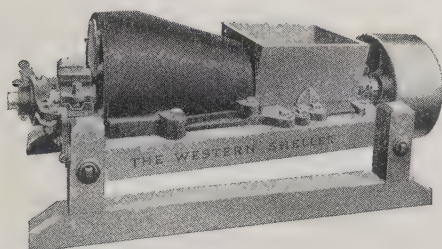
EMPIRE CUPS



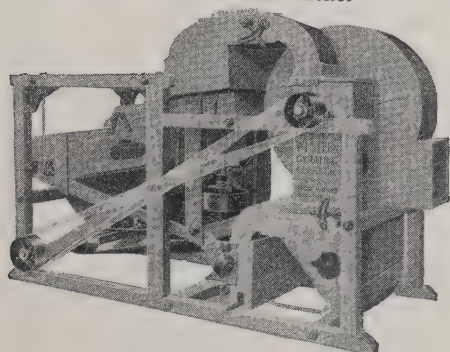
BEARINGS
Plain and Self-oiling



"Western" Pitless Sheller



"Western" Sheller



"Western" Gyrating Cleaner

"They do"

and not "they will do."

"Western" machines and grain handling equipment **do** handle more grain faster, better, easier and cheaper than any line of elevator machinery manufactured.

Mark you again, we do not say "they will do this, and they will do that," but we guarantee that they **do** do it. Every elevator operator knows that "Western" machinery does all that is claimed before he buys, and every user knows of the longer use and satisfaction. Any grain man can readily see the superior workmanship, the more practical and simple the design, the more efficient operation, the better construction and stronger material, and the smaller installation and operation cost. That's why there are more grain elevators equipped with the

"WESTERN LINE"

than any other equipment on the market. A "Western" machine is self convincing, explanatory and our strongest argument.

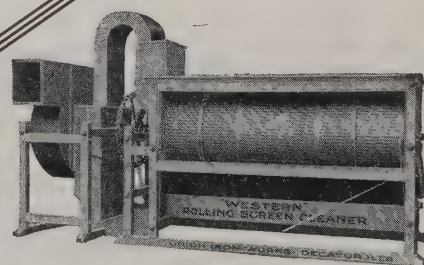
These are reasons why we want **you** to know about the "Western" line before you buy. These are reasons why **you should** know, and our book, "Everything from Pit to Cupola" will be sent you, so that **you do** know.

You are going to buy the "Western" sometime, why not make that "Western" pay for itself long before that sometime comes. They **do** and we can prove it.

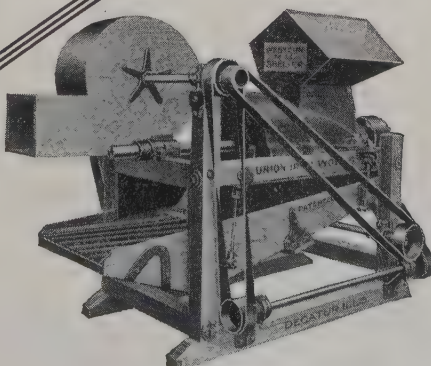
Write for our convincing catalog NOW.

UNION IRON WORKS

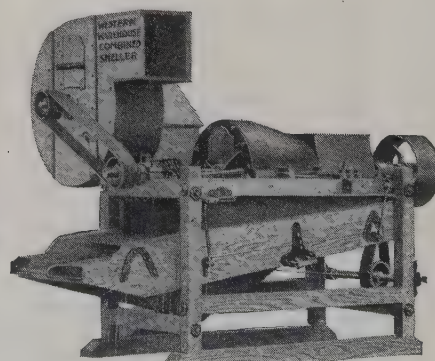
DECATUR
ILL.



"Western" Rolling Screen Cleaner



"Western" Mill Sheller



"Western" Warehouse Combined Sheller



OLDEST and largest manufacturer of Rubber Belting for conveying and elevating grain, etc., etc.

New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

130 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

"NESTOR"

**SOLID WOVEN
WATERPROOF
BELTING**

**BUILT
ESPECIALLY FOR
ELEVATOR WORK**

WRITE FOR CATALOG
JUST OFF THE PRESS

The American Fabric Belting Co.
CLEVELAND, OHIO.

A Special Belt for Elevating and Conveying Grain

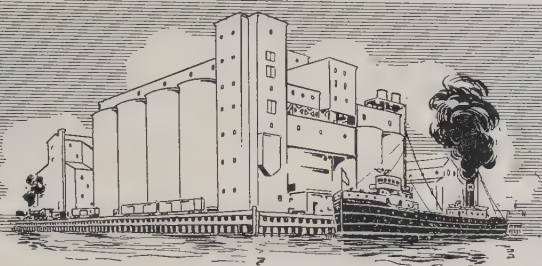
REXALL
DOUBLE-STITCHED
BELTING



Are you interested in a belt which will not only give maximum service handling grain, but will also cause no trouble from bucket bolts pulling out, plies separating, or edge abrasion?

Write us for sample and convincing "Reasons Why" REXALL BELTING will fill this specification.

Imperial Belting Company, :: Chicago



Proved Economical and Reliable in Scores of Elevators

The belt we have furnished in the past has always proved reliable and economical—that is why tens of thousands of feet of Goodrich Grainbelt are going into the grain elevators of North and South America.

Some recent large orders for

Goodrich Grainbelt

are: 9,865 feet for an elevator in Canada; 2,152 feet to another Canadian elevator; 2,620 feet for the Great Northern Elevator Company on one order, 2,560 feet for the Globe Elevator Company and 2,013 feet to Central Argentine Railway, South America.

Write for special folder and full particulars

The B. F. Goodrich Co.

Makers of Goodrich Tires, and Everything That's Best in Rubber

Factories
Akron, Ohio



Branches
in All
Principal Cities

There is nothing in Goodrich Advertising
that isn't in Goodrich Goods

Sparks can not burn J-M Asbestos Roofing

On plant of the Medina Foundry Co., Medina, O., J-M Asbestos Roofing has for years withstood a continuous shower of sparks from a cupola stack.

Scores of cases are on record to prove that J-M Asbestos Roofing has saved buildings from destruction by resisting the action of burning brands and embers blown from adjacent fires.

J-M Asbestos Roofing affords perfect fire protection. Fire, chemical fumes and weather have no effect on it—because it is all mineral, and therefore practically indestructible. Composed of layer upon layer of Asbestos Felt cemented with Trinidad Lake Asphalt. Literally a sheet of pliable stone.

Cheapest-per-year Roofing

J-M Asbestos Roofing contains nothing to rust, rot, peel or crack. Never needs coating or graveling. Its first cost is the only cost. Adapted to all buildings. Easily applied. We ship direct if your dealer can't supply you. Write nearest Branch for illustrated Catalog No. 303.

H. W. JOHNS-MANVILLE CO.

Manufacturers of
Asbestos and
Magnesia Products.

ASBESTOS

Asbestos Roofings,
Packings, Electrical
Supplies, Etc.

Albany	Cincinnati	Kansas City	New Orleans	San Francisco
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Boston	Dallas	Louisville	Omaha	St. Louis
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They can't make a
better rubber belt
than

SALISBURY "R.F.&C."

Solid Woven Rubber Belting

Absolute
Rubber Belt Satisfaction
Guaranteed
in

"R. F. & C."

—the belt behind the highest service records.
We can convince you. Will you let us?

Let us send you samples for your
comparison and inspection.

W. H. SALISBURY & CO., Inc.

Manufacturers and Distributors of High Grade
Leather and Rubber Belting, Hose, Packing, Etc.

Established 1855

CHICAGO, ILL.

Link Belt Supply Co.

Minneapolis, Minn.

Manufacturers of

The Latest MAN LIFT with wire rope guides, Distributing and Flex Spouts, Boot Pans and Wagon Dumps.

Complete Elevator Equipments a Specialty

Write for New Catalogue just out.

Lightning may not strike in the same place twice, but it strikes two places at once—

Your Elevator and Your Pocket Book.

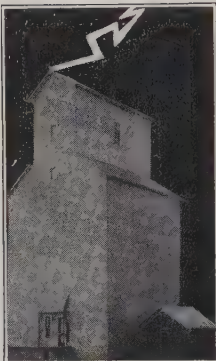
Why take the chance of not only losing your elevator, at the most profitable time of the year? It's too costly.

AJAX SYSTEM

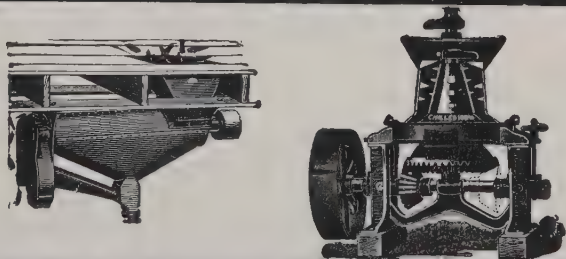
of Lightning Protection assures an economical and absolute protection.

Every Summer storm is another risk. Write today for particulars and booklet.

Ajax Conductor & Mfg. Co., 420 N. Sangamon Street, CHICAGO, ILL.



Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.



For that short drive in your elevator or for that noisy sprocket chain near your office or dump.

Can be run at high speeds on short as well as long centers, and are noiseless in operation, also requires no lubrication.

Not affected by moisture, dust or grit.

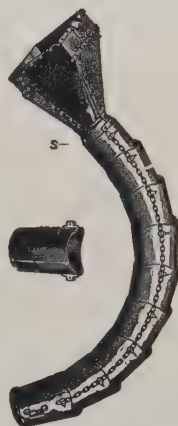
Slippage is avoided by the utilization of the wedge principle.

WRITE TODAY FOR DESCRIPTIVE BOOKLET, No. 115

Peerless-V-Belt Co.,

Chicago — New York
Cedar Rapids

The Gerber Patent Flexible Chain Telescope Car Loading Spout



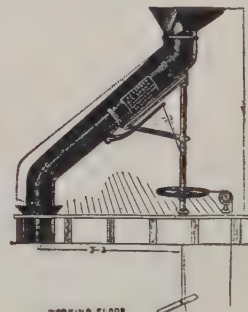
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swivel Joint at S.

The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



BEWARE OF IMITATIONS.

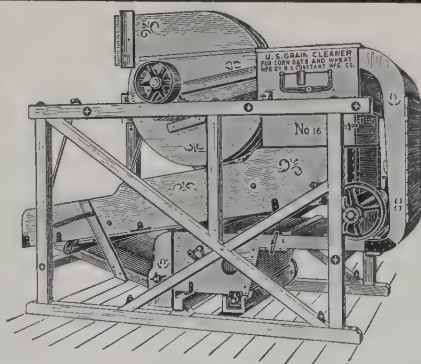
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J. J. GERBER, Minneapolis, Minn.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago



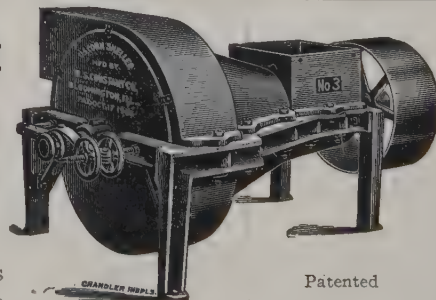
An Ideal Equipment

CONSISTS OF OUR

Self-Locking Rail Dumps, B. S. C. Chain Drag, U. S. Corn Sheller, U. S. Corn, Oats and Wheat Cleaner, Ball-Bearing Safety Manlift, Dandy Turn Heads, Dust Collector, Elevator Boots and Heads.

Any contractor will furnish our specialties if you will specify them. So don't forget.

Catalog and our Expert's Services are yours free of charge.

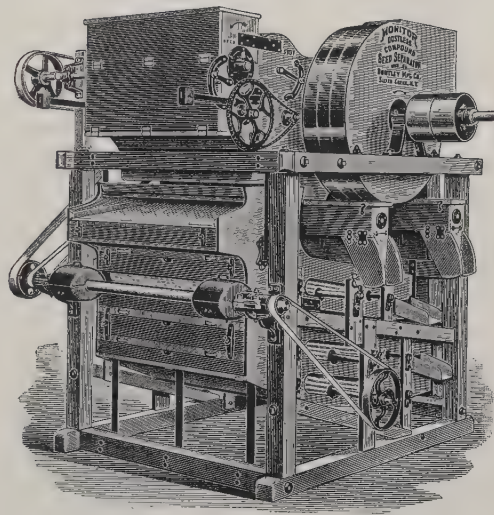


Patented

B. S. CONSTANT MFG. CO., Bloomington, Ill.

Monitor

Why do 95% of the big seed dealers use it?



SEVERAL PATENTS

AUTOMATIC

because they can't get as good cleaning any other way

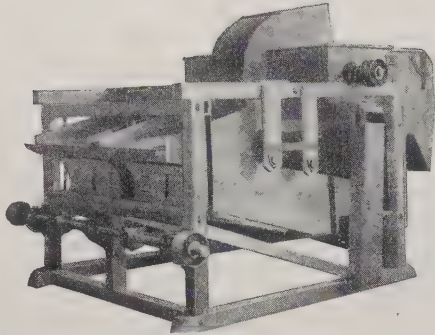
With ninety-five of the hundred largest, best equipped seed dealers using a "Monitor" (some, two to eight each) it sort of looks like the fellow trying to get along with something else was sure to have a time of it, because most of the world's best grades of choice seeds are turned out each year by these "Monitor" users—their recleaning and their final cleaning is performed by "Monitors"—if you wish to clean *as well* and *as cheaply* and *as economically* as they do you will have to use a "Monitor"—ask any prominent seed dealer—we'll leave it to him.

HUNTLEY MFG. CO., - Silver Creek, New York

MINNEAPOLIS, MINN.—A. F. Shuler, 316 Fourth Ave., South
CHICAGO, ILL.—F. M. Smith, 501 Traders Building
PORTLAND, ORE.—C. J. Groat, 601 Concord Building
WICHITA, KANS.—J. B. Ruthrauff, 301 S. Lawrence St.
ST. LOUIS, MO.—S. J. McTiernan, 25 Merchants' Exchange
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AKRON, OHIO—A. S. Garman

EUREKA

Automatic Cracked Corn Grader



FRONT VIEW

Showing self-balancing sieves, self-oiling bearings and eccentrics and automatic sieve cleaners.

We recommend this grader to those dealers who have a select discriminating clientele, and who wish not only to retain but to increase that class of trade.

The "Eureka" is the one machine which will permit of your asking a higher price for your cracked corn than your competitor can get for his—

because

each grade is bright, clean, sharp, perfectly uniform in size and absolutely free from dust, bran and hulls.

SEND FOR SAMPLES SHOWING ACTUAL WORK TURNED OUT BY THIS MACHINE.

The
Sign of
Quality



THE S. HOWES COMPANY
SILVER CREEK, N.Y.



The
Sign of
Quality

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Toledo, Ohio

The Only Six Roller Mill

in which the belt strain rests on the bottom of the bearings is the

Nordyke & Marmon Company Three Pair High

In this way, all the strains are put where they really belong. The wearing parts are reduced and the mill gives the same efficient service from year to year, always dependable.

WE BUILD

Agitators	Cleaners
Corn Mills	Coolers
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Flour Machinery of Every Kind.	

Our catalog tells you all about them

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America's Leading Mill Builders

INDIANAPOLIS, IND.

Established 1851

GRAIN ELEVATOR BUILDERS

G.H. Birchard
CONTRACTOR OF **Grain Elevators.**

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

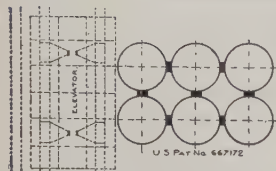
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A book for the use of country grain
buyers in keeping a record of grain
received from farmers.

Its column headings are: Month,
Day, Name, Kind, Gross and Tare,
Net pounds, Bushels, Pounds, Price,
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The book, 9½x12 inches, 160 pages,
20 lines to each page, giving room
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FORM 385 is a book designed especially
for country shippers in keeping a com-
plete record of each car of grain shipped.
Reproduced herewith are the column
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Together with "Wagon Loads Received,"
it forms a very good set of books for a
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The book contains 160 pages of linen ledg-
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Burrell builds the best
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MINNEAPOLIS

Elevator and Mill
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16 Years'
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**If you have
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Tell the Grain Dealers—
They'll do the rest—

Advertising is the quickest
and best way—but it must be
the right kind of advertising.

If you have spent your good
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CAR ORDER BLANKS

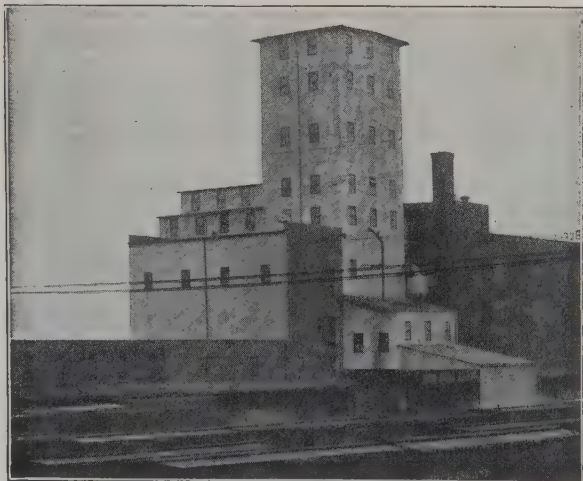
FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. **Price, 50cts.**

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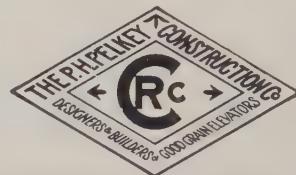
Said Farmer Gray to Banker Brown,
We should have an elevator in this town;
Said Farmer Gray to Banker Brown, pray
How in the world could we make it pay.

The proper way to make it pay,
Said Banker Brown to Farmer Gray,
Is to call to our aid an experienced man
Who can draw and figure, design and plan

And reduce to a minimum, the cost of a Plant,
The insurance, the labor and all things like that;
The profits are sure with conditions like this,
And worry and troubles we'll certainly miss.

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To Call



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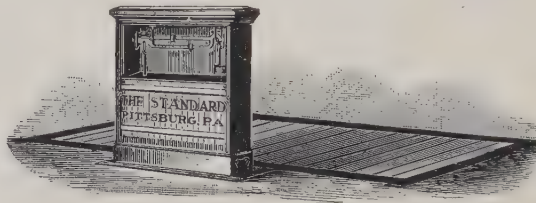
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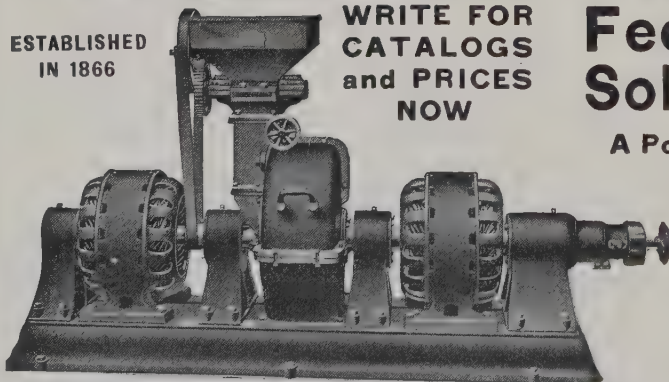
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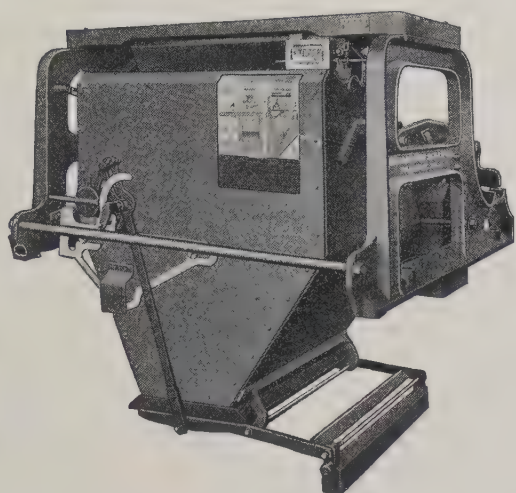
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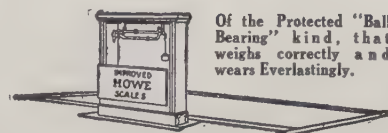
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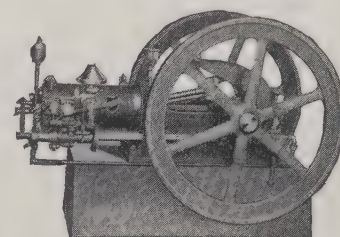
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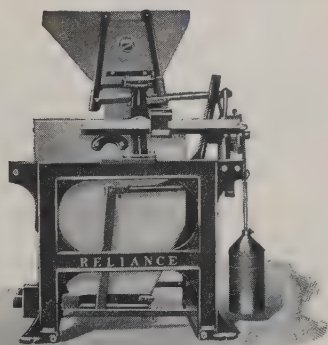


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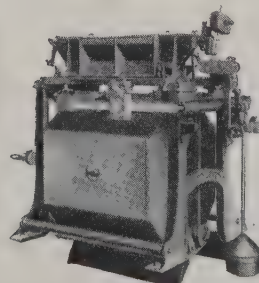
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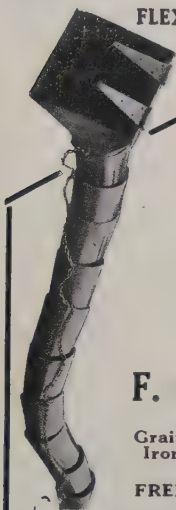
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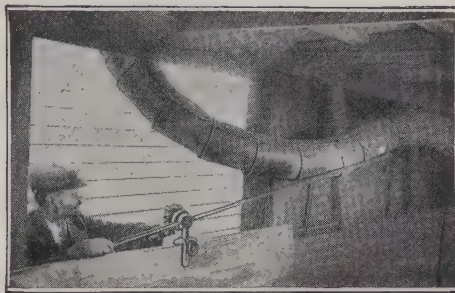
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¶ Will grade your grain from one to two points higher on account of even distribution.

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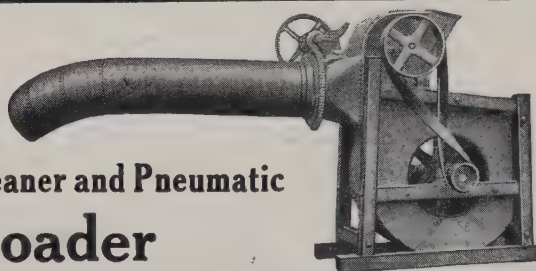
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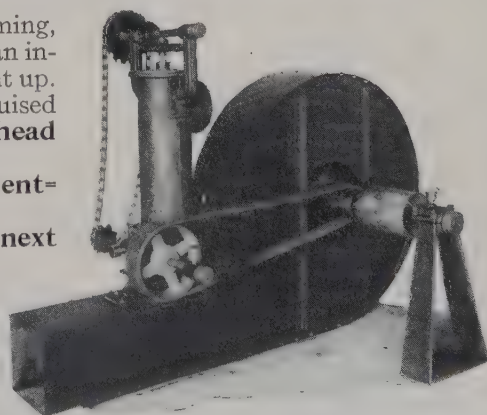
Watch our space in the next issue.

It will be worth attention.

It will give you an idea.

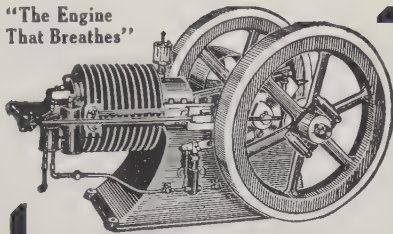
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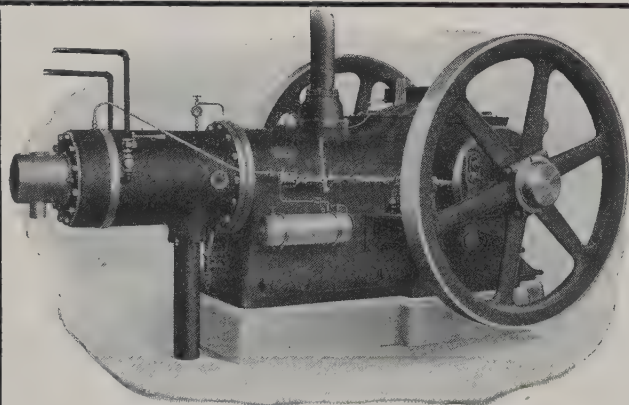
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Special Heavy Duty "Type C" 60 and 75 H.-P.

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A 30 H. P. MUNCIE OIL ENGINE

TURNED OVER WITHOUT STOPPING

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"It ran from the morning of May 1st to the evening of August 25th, a straight run of 117 days, for SNOWDEN BROS. CO., ON AN OIL LEASE near Bridgeport, Ill., using Crude Oil direct from the Wells as Fuel."

This is but one of the many MUNCIE OIL ENGINES that have been operating in this manner 24 Hours per day the year round FOR OVER SEVEN YEARS.

Buy the engine that has been in service long enough to prove its true value. It is past the experimental stage. IT RUNS ON ANY LIQUID FUEL—IS SUITABLE FOR ANY SERVICE. YOU ARE PAYING FOR A MUNCIE, SO WHY NOT HAVE IT?

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Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

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Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

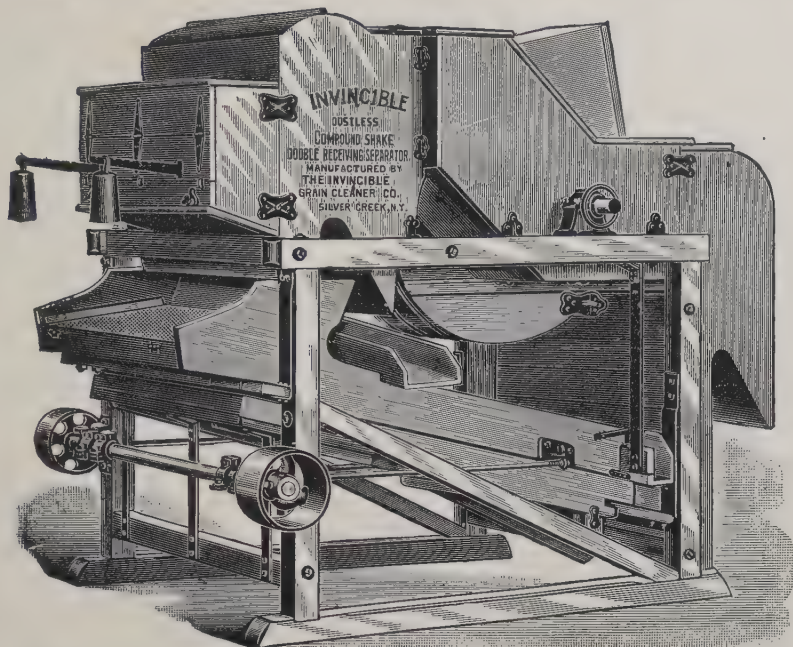
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Something Every Elevator Needs



It is a well known fact that clean grain will keep better than dirty.

Dirt also lowers the quality at the terminal market.

Hence all Elevator men when receiving grain from various growers should run it through an

Invincible Dustless Compound Shakeless Receiving Separator

Following this suggestion will mean money to you. You will thereby not only avoid loss by heating, but will also raise the grade and get a better price.

We cannot fully describe here the various sizes and kinds of machines which we make as we build them to suit every need.

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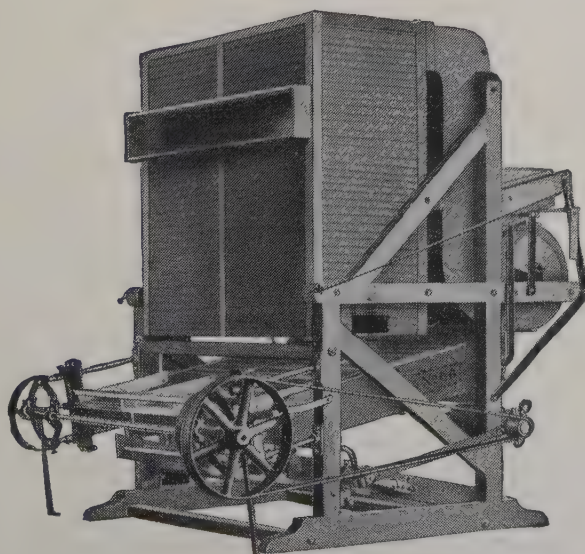
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THAT'S WHAT APPEALS TO YOU, ISN'T IT? THEN GET POSTED REGARDING THE

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Equipped with our New Automatic Gang and Sieve Cleaning Device.

"The Goose that Lays the Golden Eggs" — The Cleaner that has made more friends and more money for elevator men of the Northwest than any other.

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"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

FOR SALE—Two elevators in Southern Minnesota. Fine crop prospect. Address Lock Box 47, Spencer, Iowa.

WESTERN OHIO elevator for sale. Capacity 200 cars per year; in excellent condition. For particulars write W. E., Box 12, Grain Dealers Journal, Chicago.

FOR SALE—12 M. capacity elevator and feed mill in Freeborn Co., Minn. A bargain. Address Exceptional, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and coal business in town of 12,000 population; no competition; good reason for selling. Address P. O. Box 414, Oskaloosa, Iowa.

NORTH DAKOTA—30M bu. elevator on G. N. R. R., Sargent County. Three elevators in the town. Station handles 350 thousand bus. \$4,000 takes this if sold before crop begins to move. Address H. J. Waddell, Mapleton, Minn.

IOWA ELEVATOR—Best grain growing section of the state. Elevator in good repair, good competition and receipts 250,000 to 400,000 bu. Always a money maker. Address Gilchrist, Box 8, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale. Located in Middle western part of state. 35,000 bu. capacity of small grain and 7,000 bu. ear corn; nearly two acres of ground; everything modern and first class. Address C. H. Beausay, Upper Sandusky, O.

TWO ELEVATORS—10M capacity; 100,000 bu. handled. One located on G. T. Ry. and one on P. M. & Wab. Rys. \$10,000 for both plants. Handle under your name. Good location and fine growing prospects. Sickness cause of selling. Address Bargain Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Elevator located on C., R. I. & P., C., M. & St. P., and M. M. & S. Railways in Muscatine, Iowa. Splendid location for handling grain in transit or feed business. Capacity 160,000 bushels. Very attractive price. R. K. Smith, Muscatine, Iowa.

NORTHERN IOWA—Three elevators; good locations, doing good grain and coal business; good crop prospects. Will sell right, must quit business account of poor health. Come at once if you want to buy right. Might take part trade. Address Lock Box 195, Fonda, Iowa.

THREE MICHIGAN bean and grain elevators for sale. All fully equipped, modern and up-to-date, prices right, good reasons for selling. One located in large city and has a capacity of 10,000 bushels, and large warehouse in connection. One in a small town of about 5,000 people and has in connection a frost proof potato warehouse. The third located in small village, and has frost proof potato warehouse in connection, and also a going profitable flour, feed, coal and cement business in connection. Also a first class location for peach and apple business. Only elevator in town. Address Prescott, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

MINNESOTA elevator for sale, located in Becker County; 25,000 bu. capacity. Address Linn, Box 12, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale. Best elevator and coal proposition in Northwest part of state. Address Ohio, Box 1, Grain Dealers Journal, Chicago, Illinois.

CENTRAL OHIO elevator, coal and feed business for sale. Gilt edge proposition. Address "Owen," Box 8, Grain Dealers Journal, Chicago, Ill.

FT. WORTH, TEXAS—50,000 bu. elevator for sale. Fine location; good business; 14 steel bins, track and hopper scales. Write Doggett Grain Co., Dallas, Texas.

FOR SALE—Good elevator Northeast Kansas. Fine wheat crop just ready to move; good station; best competition. Address Allen, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, Central Ohio, 100,000 bus. house; in good repair; large retail trade; net profits \$4,000. For quick sale, price \$8,500. Address Ohio, Box 2, Grain Dealers Journal, Chicago, Illinois.

EASTERN MONTANA, 20M bus. elevator for sale. First class in every particular, and practically new. 150M bus. handled this last season. Reason for selling, have other business. Address A. P. Rounce, Mondak, Mont.

MINNESOTA ELEVATOR for sale or trade for land. Modern 14 bin cribbed construction; has engines, dump and hopper scales, cleaners, eight bin coal-house, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

FOR SALE—Four elevators well located in S. E. So. Dak. Will sell together or separately; all good stations and elegant crop prospects at each station. Must act quickly as crop is near at hand. Address Star, Box 1, Grain Dealers Journal, Chicago, Illinois.

SOUTHWESTERN OHIO, 25M bus. cribbed ironclad elevator for sale. Own ground and stub switch; steam power; built four years; am not a resident where elevator is located and will sell very reasonable. For further information address Omar, Box 1, Grain Dealers Journal, Chicago, Ill.

FOUR IOWA ELEVATORS FOR SALE All on C. R. I. & P., and practically new. Cleaning elevator at Bennett, 20,000 bu. capacity, and in A No. 1 shape. No competition.

Elevator at Dixon, 10,000 bu. capacity with implement business, cement block factory and automobile garage in connection. No competition.

Elevator at Tipton, 10,000 bu. capacity with coal yard in connection. One competitor on C. & N. W.

One elevator at New Liberty, only one in town.

These are all located in the best grain section of Iowa, about 20 miles west of Davenport, and the combined shipments of these houses is about 400,000 bu. per year. Will sell same separate or all together. Price right. Address John Dammann & Co., Bennett, Iowa.

ELEVATORS FOR SALE.

SOUTH DAKOTA—Up-to-date elevator for sale or half interest to a competent manager. Address Box 999, Salem, S. D.

ELEVATOR FOR SALE, \$6,000; easy terms, or rent \$60 per month; at good grain point in N. E. Ill. C. J. Meyer, Ogama, Ark.

SEVEN THOUSAND BUSHEL elevator and feed business in good location in Eastern Kansas. Poor health reason for selling. F. B. Bonebrake, Harveyville, Kansas.

FOR SALE—A small line of elevators in N. W. Iowa and S. E. South Dakota. Will sell all or separately. Address "A, Box 8," Grain Dealers Journal, Chicago, Illinois.

IOWA elevator for sale. 30,000 bu. capacity; business 250,000 bus. annually, 900 tons coal; good live town to live in. Address Blair, Box 1, Grain Dealers Journal, Chicago, Illinois.

WESTERN TEXAS—Twenty thousand bushel elevator and mill for sale. Good town of 1,800 population; good grain country. Over 300 cars shipped last year. Crop prospects good. Address Texas, Box 2, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale. Capacity 12M bu.; hay barn, capacity 200 tons; coal bins, capacity 300 tons. Elevator fully equipped and doing good business; located in good town. Price, \$3,600. Address Grain, Box 2, Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA elevator for sale or will trade for land or good income property. 15M bu. capacity; will handle about 100 cars per year; in a new country and will soon handle double this amount. Can be bought on easy terms. A good place for live man. Address Knox, Box 12, Grain Dealers Journal, Chicago, Ill.

EASTERN KANSAS.—For sale, 12,000 bu. elevator and feed mill in good corn and wheat belt and first class college town. Large cider plant in connection with capacity of 1,900 bbls. last season. This plant is new and up-to-date and the best proposition in Kansas. Address Flowers Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain elevator, coal and wood yard, flour and feed business. Electric lights and power. Everything in first class order. A good live business. Room for good sized lumber yard, if so desired. Two dwelling houses in the same block. Address Baker, Box 2, Grain Dealers Journal, Chicago, Ill.

MEN LOOK—Elevator in Thriving County Seat in Central Illinois. Sacrifice sale on account of death. New modern elevator and residence sold for almost half value. Also good coal and feed business. Yearly net earnings 15%. A great bargain. Idlers and traders need not apply. Write or call on Menominee Company, 923, 30 N. La Salle st., Chicago, Ill.

FOR SALE—Twenty-five thousand bu. elevator, also good grain house, 30x60, on R. R. ground, with fanning mill for cleaning seeds. Our power is all electric; located in as good farming district as there is anywhere; good railroad facilities; in town of 8,000. Elevator in good running order; will sell cheap if sold at once; reason for selling, have too many other interests to look after, money-maker. Address Munson & Co., Macomb, Ill., Box 33.

ELEVATORS WANTED.

WANTED—Elevator in Central Ohio. Give description, price and amount of business done. Address North Brothers, Pleasantville, Ohio.

WANT TO RENT good elevator. Must be well located; can give references; 16 years in the grain business. Address South, Box 12, Grain Dealers Journal, Chicago, Illinois.

WILL EXCHANGE 192 acre farm, mile and three-quarters from Hamilton, Ohio, two sets improvements, for elevators. Address Dick, Box 10, Grain Dealers Journal, Chicago, Illinois.

WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purpose. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

WANTED—Elevator in corn belt; good sized town; everything must be right. Give full particulars to get attention. Address Evanston, Box 1, Grain Dealers Journal, Chicago, Ill.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

WANT TO LEASE GOOD ELEVATOR. Must be well located and doing good business. Illinois or Indiana preferred. Give full particulars. Address Central W. Box 2, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR WANTED in exchange for a nice, clean stock of gen'l mdse.; store property and nice residence. This is an A No. 1 proposition and a money-maker; doing a fine business. Elevator must handle 100M bu. or better and be absolutely first class. Prefer Ind., Ohio or Ill. Give complete description in first letter. Address X. Y. Z., Box 1, Grain Dealers Journal, Chicago, Ill.

FIRST CLASS HOTEL in one of the best cities in Nebraska. Three-story brick, forty rooms. Rents for \$150 per month. Building in good shape. County seat with three railroads. Will trade this property for good elevator in a good grain country, where they are handling around 100,000 bus. of grain a year. This offer is for a short time only. Address Nebr., Box 12, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE OR TRADE—125 bbl. flour mill and elevator in Lincoln Co., Minn. J. C. Goris, Lafayette, Indiana.

EAST CENTRAL, IND.—50-bbl. Mill, 10,000 bus. elevator and 40 car coal business. Fine grain country. Prospects never better. Price \$7,500, terms. W. F. Farmer, Cloverdale, Ind.

FOR SALE—Seventy-five barrel roller flour mill, Nordyke & Marmon build, now in operation; located in good wheat section of Virginia, with an available Water Power of 350 Horse. Address Spruce, Box 11, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO—76 bbl. mill and elevator for sale. Good coal and feed business in connection. Located on Main line of Big Four R. R. Town of 1,500; electric lights; good schools; three churches and fine farming country. Will sell cheap. Good reasons for selling. Address Celina, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—At sacrifice, 150 bbl. mill and elevator; capacity, 25,000 bus.; located in good Nebraska town and wheat country; trade territory to north and west on non-competitive basis; can grind all kinds of feed; everything in good condition; not being a miller will sacrifice it. Address owner, W. T. Smith, 815 City National Bank, Omaha, Nebraska.

BUSINESS OPPORTUNITIES.

FOR SALE—Feed Mill and Coal Yard. Troy Feed & Fuel Co., Troy, Ohio.

FOR SALE—Alfalfa mill complete (Robert's Machinery), 25 tons per day cap. Elevator 15,000 bu. cap., built 3 years. Good hay and grain locality. Address The Hillrose Milling and Mercantile Co., E. H. Link, Sec'y, Hillrose, Colorado.

MINNESOTA—150-bbl. flour mill for sale, located at Barnesville, in the best wheat country in the Valley. Mill in good running order. Will either sell, rent, trade for land or sell half interest and give management to party buying. Write for particulars. Minnesota Hay & Grain Co., Corn Exchange, Minneapolis, Minn.

ELEVATOR BROKERS.

ELEVATORS FOR SALE in Illinois and neighboring grain states. List your elevators either For Sale or Exchange with

AARON SMICK, Broker,
Decatur, Ill.

SITUATIONS WANTED.

POSITION WANTED by competent grain buyer with good references; Mont. or Wyo. preferred. Address Able, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager of an elevator; have had experience; best of references as to ability and character. Address Delbert Cramer, Blairstown, Ia.

WANTED at once, position as traveling solicitor for good commission house or manager or agent for grain elevator. Capable of either. Best of references. A. E. Moerke, 740 S. Cedar st., Mason City, Iowa.

POSITION WANTED as elevator manager or grain buyer, with good firm; 6 years experience. Am capable of taking full charge. Good references. Correspondence solicited. Address Wm. M. Harris, Hartland, Minn.

POSITION WANTED as grain buyer or elevator manager. Long experience in the handling of grain. Best of references. North Dakota elevator preferred. Address Windsor, Box 10, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as manager of good elevator. Married; 26 years of age; three years experience; understand gas engine and other elevator machinery. Can furnish best of references. Address Ogil, Box 1, Grain Dealers Journal, Chicago, Ill.

GRAIN BOOKKEEPER, thoroughly experienced in all phases of the business, including futures, and capable of taking entire charge, will be available for position about August 1; ample references. Address Book, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by young man with long experience in export grain trade. Can keep books, stocks, figure foreign exchange and is familiar with most grain codes. With present firm 11 years. Address Export, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor, auditor, manager or bookkeeper. Age 30, good record and A-1 references as to character and ability. With present firm four years. Wish to locate in Northwest, Minneapolis preferred. Square, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by married man of 30; speak German, can also handle Scandinavian trade; good judge of grain and some experience in Farmer's Elevator; have thirteen years experience in handling farmer trade; can furnish best of references and bond. Would like some line house or good job as second man in elevator or lumber yard. Address North, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as grain buyer for some line firm. Experienced in grain business. Address Box 35, Adrian, Minn.

WANTED—A POSITION in country elevator. Would accept job as helper. Minn. or Iowa preferred. C. R. Smith, Mallard, Iowa.

POSITION WANTED as grain buyer by year. Have had 22 years' experience, can give references. Address Box 43, Bethany, Minn., Winona Co.

CAPABLE GRAIN MAN wants position. Ten years experience buying, selling and soliciting. Address Energetic, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in large elevator. Can handle gas or steam engines. Fifteen years' experience. Best of references. No bad habits. Try me. S. W. C., Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION as manager of Farmer's or line elevator wanted by a live, up-to-date grain man; 5 years experience buying and selling; coal experience; age 25; best of references. Address Sedan, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of co-operative or line elevator. Have had 25 years' experience in flour mill and grain elevator. Am capable of taking full charge. Can furnish best of references. Address Box 121, Elwood, Indiana.

WANTED—POSITION as grain solicitor, Northern Iowa territory preferred. Have had several years experience in the grain business. Best of references. Address N. C. S., Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as representative for cash grain firm in Peoria market. Young man; Board member; experienced and able financially. Bank references. Address Southern, Box 2, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as manager of elevator. Have had several years' experience in grain, coal and feed business and can give the best of references; 35 years old and married. Address Rand, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager in elevator. Have had 16 years' experience in the grain and seed business. Wisconsin preferred. Can furnish best of references. Address Enton, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION—As grain buyer with good firm; 10 years' experience; married; speak German and can handle any kind of engine and machinery; at present employed; with same man six years. Address Cornish, Box 12, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as manager of a grain business, by a man with years of successful experience in the grain business. If you need a man of real ability for such a position and you are ready to pay for such services, address Gifford, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as elevator superintendent or foreman. Competent to take full charge any size proposition; age 43; twenty years grain experience; best of references. Prefer position with large milling concern where knowledge of gluten values is essential. Address J. A. Miller, 1509 St. Francis, Wichita, Kansas.

POSITION WANTED by unmarried man who is temperate, industrious; no dude. Record O. K. Several years experience in all grains and seeds. Prefer station where coal, etc., is sold, or could run a small lumber yard. Also have A1 knowledge of live stock and machinery. Any reasonable grain proposition will be considered. Address Iowa, Box 2, Grain Dealers Journal, Chicago, Illinois.

HELP WANTED.

WANTED—EXPERIENCED man for work in Bean Elevator. Apply at once, state experience and wages. Address Jack, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—MANAGER for country elevator. Must be competent mgr. and good judge of grain. Salary, \$100. Give experience and reference in first letter. Address Western, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—Two good all around elevator men with good judgment and business ability, to work in good towns in Northern Indiana. Address Royal, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—A man familiar with the coal and grain trade in Iowa, Minn., and Illinois. Good salary to the right party. State references when writing. Address Fisher, Box 12, Grain Dealers Journal, Chicago, Illinois.

COMPETENT ELEVATOR MANAGERS, operators and grain buyers can quickly secure positions to their liking thru an insertion of an advertisement in the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

WOOL.

WOOL WANTED—If you have wool for sale write, wire or phone us. See our ad on another page. Kraus & Apfelbaum, Columbia City, Indiana.

PROPOSALS.

GOVERNORS ISLAND, N. Y. H., July 15, 1913.—Sealed proposals, in triplicate, for furnishing Forage and Straw required in Eastern Department Oct. 1, 1913, to June 30, 1914, will be received here until 10:15 a. m., Aug. 1, 1913. Information furnished on application to Dept. Quartermaster.

PROPOSALS FOR FORAGE AND BEDDING—Department Quartermaster's Office, Federal Building, Chicago, Ill., July 18, 1913.—Sealed proposals will be received here until 11 a. m., August 18, 1913, for furnishing a 9-months' supply of forage and bedding, commencing Oct. 1, next, at posts in the Central Department. Information furnished upon application. —Lt. Col. Amos W. Kimball, Dept. Q. M.

SECOND-HAND BAGS AND BURLAP.

WANTED:—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

BUILDING MATERIAL.

FOR SALE—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

GREAT BARGAIN in used white pine lumber from Elevator "B" at Milwaukee, suitable for cribbing or building, 2x6-2x10 and 12x12 from \$10.00 to \$20.00 per thousand f. o. b. cars Milwaukee. Address H. Schmitt & Son, Jackson st., Milwaukee.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

LAND FOR SALE.

520 ACRES

STOCK AND DAIRY

CLOVERLAND FARM, in Michigan's best county; best of clay loam soil. Growing corn, all small grains, alfalfa and all tame grasses, fruits and garden truck. Net earnings 15%. Dairy barn cost \$8,-000.00. With this farm the buyer will get 35 Holstein cattle, 16 of which are the best of milkers, 75 hogs and farm implements. A great bargain at \$45,000. \$25,000.00 cash, balance to suit buyer. For further particulars address or call on MENOMINEE ABSTRACT & LAND CO., 923, 30 N. La Salle st., Chicago.

GASOLINE ENGINES.

LOW PRICE FOR QUICK SALE.

One 25 h. p. Foos Gasoline Engine, almost new. Address Salem, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Deere & Webber Gasoline Engine; 14 h.p. in first class running order. Price \$225.00 f.o.b. cars at Moorehead, Minnesota. N. J. Olson Co.

POWER USERS:—Gasoline engine bargains from 1 to 100 h.p. Get our big list and state your power requirements before you buy. Badger Motor Co., Milwaukee, Wis.

FOR SALE—45 to 50 h.p. Fairbanks-Morse gas or gasoline engine. Will sell at a low price and guarantee to be in a strictly good operative condition. H. W. Dyar, 1245 Marquette Bldg., Chicago, Ill.

DON'T MISS THESE BARGAINS.

25 H.P. Alamo\$300.00
15 H.P. Foos 250.00
8 H.P. Fields, new..... 175.00
6 H.P. Havana, new..... 155.00
3 H.P. Red & Ready, new..... 75.00
16x48 Sioux City Corliss..... 550.00
New 1,000 bu. Automatic Scale..... 200.00
H. GROSS LUMBER & WRECKING CO.,
Steam Boilers All Sizes. Omaha, Nebr.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

MACHINES WANTED.

WANTED—Used corn and wheat cleaner; shaker or gyrating type; must be in good condition and worth the money. Mead Grain Co., Ft. Scott, Kansas.

ALL KINDS OF ELEVATOR MACHINERY for sale, finds many ready buyers, if inserted in the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

FOR SALE—Four roll Stevens Feed Mill 9"x15". Very cheap. Kiest Milling Co., Knox, Indiana.

FOR SALE—One Victor No. 2 warehouse corn sheller in good repair. Price \$30.00 F. O. B. Robinson, Kansas. Address Box No. 226, Robinson, Kansas.

FOR SALE—60 foot smoke stack, used two months; have installed oil engine. This stack cost \$132.05 at factory. Bargain if sold quick. The Wadsworth Feed Co., Cavett, Ohio.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

SPIRAL CONVEYOR FOR SALE.

We have an overstock of 4", 6", 9", 12" and 16" new spiral conveyor of standard make, and are selling at cut rates. Also have some odd lots of elevator buckets. Ask for prices.

POWER EQUIPMENT CO.,
Minneapolis, Minnesota.

MACHINERY BARGAINS.

1 New No. 2 Marselles Sheller, capacity 700 to 1,200 bu. per hr. Price.....\$500
1 20 h.p. R.&V. Portable Comb. kerosene and gasoline, Volume Governor, water cooled, special clutch pulley. Price.....\$1,160
1 Marselles 6 hole Spring Sheller, used one season, in good condition. Price..\$285
1 12 h.p. Portable Intern'l gasoline engine, in good condition. Price.....\$250
1 32' Sandwich Port. Corn elvtr., and 4 h.p. Staver Gasoline engines. Price....\$300
1 Brown-Duval Moisture Tester, 2 comp'ts, full supply extras. Price.....\$45
1 8 h.p. stationary gasoline Lenox engine. Price.....\$100

KING-READ LBR. CO.,
Montezuma, Iowa.

SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.

16" to 24" Robinson's\$65 to \$120 ea.
16" " 26" Unique's 60 " 130 "
16" " 36" Monarch's 60 " 200 "
16" " 36" Foos's 60 " 200 "
16" " 26" American's 55 " 200 "
16" " 24" Halsted's 55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,

No. 9 South Clinton Street, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills:—9x18 Dawson, 9x24 Acme, 9x24 Nordyke & Marmon, 9x30 Wolf, all three pair high; and 9x18 Allis two pair high; one No. 0, No. 1 and No. 2 Willford three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one No. 2 Acme, one No. 7 Sullivan, etc.

Corn Shellers:—No. 0 and one No. 1 Victor corn shellers cleaners combined, one No. 2, one No. 2½ and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners; one No. 1, one No. 2 and one No. 4 Victor Corn Shellers.

Attrition Feed Grinding Mills:—16, 20, 24, and 30 inch "Monarch"; 18 and 24 inch "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872.

Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.,
Chicago, Illinois.

HAY WANTED
CARLISLE COMMISSION CO.
HAY SPECIALISTS
SHIP TO US BUY OF US
 Established 1889
746 Stk. Exchange KANSAS CITY, MO.

HAY
JOHN AND A
PRODUCE CO.
 192 N. Clark St.
CHICAGO ILLINOIS
ONCE OUR SHIPPER—
ALWAYS OUR SHIPPER
TRY IT. THANKS !

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

GOOD HAY WANTED—Those in the market for good hay and straw can quickly satisfy their want thru an advertisement in the "Hay Wanted" columns of the Grain Dealers Journal, Chicago.

GRAIN FOR SALE.

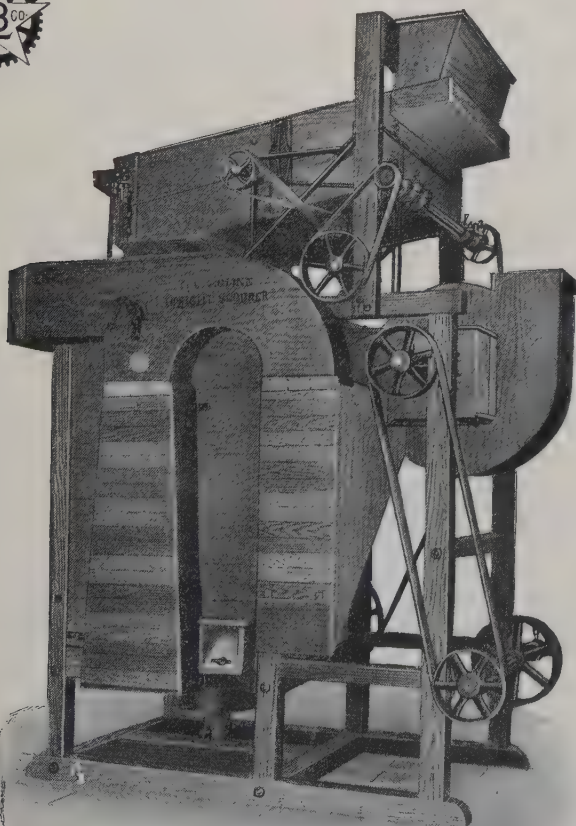
BUCKWHEAT GRAIN.
 We have a few cars of nice Buckwheat Grain for sale. Write for prices.
MINER-HILLARD MILLING CO.,
 Wilkesbarre, Pa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.



Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**



A Slow Speed Machine

Because of its slow speed the **MOLINE Upright Oat Clipper** is a favorite wherever used.

It also saves from 40% to 60% of the power required by horizontal machines. Figure out the difference this makes in your fuel bill

Not only this, but it does the work better, the ends of the berry being clipped the hardest.

Because of its by-pass spout, it is not only a clipper but can be used as a receiving separator.

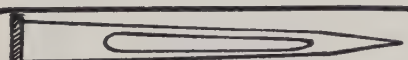
Give our new shops a trial.

BARNARD & LEAS MFC. CO.
MILL BUILDERS AND
MILL FURNISHERS
 ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

SEEDS FOR SALE—WANTED

We Buy and SellWheat Screenings, Cane seed, Salvage Wheat.
Kafir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

WINTER SEED WHEAT FOR SALEPure, clean Winter Seed Wheat—both hard and soft. Also Mammoth Winter Rye. Send for prices.
L. C. Brown, Farm Seed Specialist, La Grange, Ill.SEED AND GRAIN TRIERS Any size. Write for prices.
G.S. Mann, Postal Tel. Bldg., Chicago**SEEDS FOR SALE.**

IF YOU WANT field seeds not advertised herein write the Seed Dept. of Grain Dealers Journal, and we will try to place you in communication with wud-be sellers.

SEEDS Clover, Alsike,
Timothy
Consignments and Futures
SOUTHWORTH & CO.
TOLEDO, OHIO
SEEDS FOR SALE.

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" columns of the Grain Dealers Journal, Chicago.

Kraus & Apfelbaum
Wholesale Dealers
Columbia City, :: Ind.
WOOL

We are in the market at all times for wool. If you have any to sell, write, wire or phone us. Remember we buy it F. O. B. your station.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

**DO
YOU**GRAIN DEALERS JOURNAL,
Chicago, Ill.Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

THE RUSSELL MILLING COMPANY

Russell, Kansas

**NEED
HELP****SHEPARD'S SEED WHEAT**

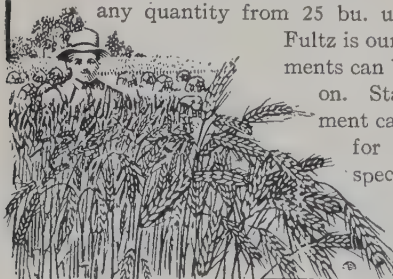
solves the problem of increasing the output of your mill without adding new equipment. Wide-awake millers throughout the country are beginning to realize the importance of pure Seed Wheat. They are encouraging

the farmer to secure the best obtainable. Where farmers do not pay enough attention to the selection of seed, it will pay *you*, the man who gets the wheat for milling, to select it for him, if necessary at your own expense.**How We "Breed" Wheat**

In special 10-acre plots, we breed the best standard sorts for quantity yields and milling qualities. Being practical millers ourselves, we know what "good wheat" means. Our seed yields on an average 25 to 40 bu. per acre and a weight of 63 lbs. per measured bushel is often reported. All we offer is either grown on our own farms, or under our supervision, from seed furnished by us. It is perfectly pure, absolutely free from smut, carefully recleaned and graded. We can furnish

any quantity from 25 bu. up to several car loads.

Fultz is our leading variety. Shipments can be made from July 20th on. Start your wheat improvement campaign early by writing for circular, samples and special quotations today.

O. C. SHEPARD CO.Box 80
Medina, Ohio**POST YOUR PRICES**

TODAYS PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

Order Form 1.

Size 14x19 $\frac{1}{4}$ inches.**Price \$2.00****GRAIN DEALERS JOURNAL**

315 South La Salle St.

Chicago, Ill.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

ALFALFA.

American and Choice Imported. Quick shipment. Write for prices. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

SEEDS FOR SALE.

GOOD FIELD SEEDS are wanted by grain elevator operators for their farmer patrons. Help them and your trade by advertising what you have to offer in our "Seed for Sale" dept. Give full particulars and price, and first ad will sell you out.

DIRECTORY OF THE GRASS SEED TRADE

ARCHBOLD, OHIO.

Hirsch, Henry, all kinds grass and field seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.

BAMFORD, PA.

Hoffman, A. H., carlots or less seed wheat.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, O.

McCullough's Sons Co., J. M., seeds.

LOUISVILLE, KY.

Louisville Seed Co., grass seed dealer.
Ross Seed Co., field seeds, exporters.

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Courteen, S. G., field seeds.
Rosenberg & Lieberman, alfalfa, clover, etc.

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Minneapolis Seed Co., field seeds.

MITCHELL, S. D.

Dakota Improved Seed Co., millet, seed-corn.

NEW YORK, N. Y.

Liefmann's, Hamburg, rep. I. L. Radwaner, field sd/
Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, O.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND
ALFALFA CLOVERS, RED TOP, MILLETS
BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

SEEDS

We Buy and Sell

Established 1838 SEED OF ALL KINDS Write or Wire Us Incorporated 1904

THE J. M. McCULLOUGH'S SONS CO.

316 Walnut St., CINCINNATI, Ohio

SEEDS

SEED MERCHANT

Grower of Spanish Canaryseed

Importer of

Hemp, Rape, Niger, Millet Seed,
and Cuttle Fish Bone
And BIRD SEEDS OF ALL KINDS

Cleaned by Patent Machinery.
Will be very pleased to submit samples.
Head Office:

JOHN MACQUEEN, 33 Brown St., GLASGOW

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

W. H. SMALL & COMPANY

Evansville, Indiana

FIELD SEEDS AND GRAIN

If you have Seeds to sell, send us
samples.

If you want to buy, ask us for samples.

LET'S GET ACQUAINTED

Largest ALFALFA SEED Dealers



Large Dealers in
Red and Alsylke
Clovers, Timothy,
Millets, Rape,
Grasses, Buck-
wheat, Seed Corn,
etc.

Always paying top
market prices for
good seeds. Write
for sample en-
velopes.

Rosenberg & Lieberman

Founded 1860
MILWAUKEE, WIS.

WM. G. SCARLETT & CO.

Grass and Field Seeds
Poultry and Pigeon Feeds
Buyers and Sellers Will
Please Correspond With Us.

729-735 E. Pratt St. 205-213 E. Falls Av.
BALTIMORE, MD.

If Your Business

isn't worth advertising
advertise it for sale.

GRAIN CONTRACTS

Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Check bound, size 5¼ x 8½ inches. Machine perforated. Price with four sheets of carbon paper, \$1.00.

GRAIN DEALERS JOURNAL

315 S. La Salle Street Chicago, Ill.

THE ALBERT DICKINSON COMPANY SEEDS

Timothy
Clover
Flax
Agricultural

CHICAGO

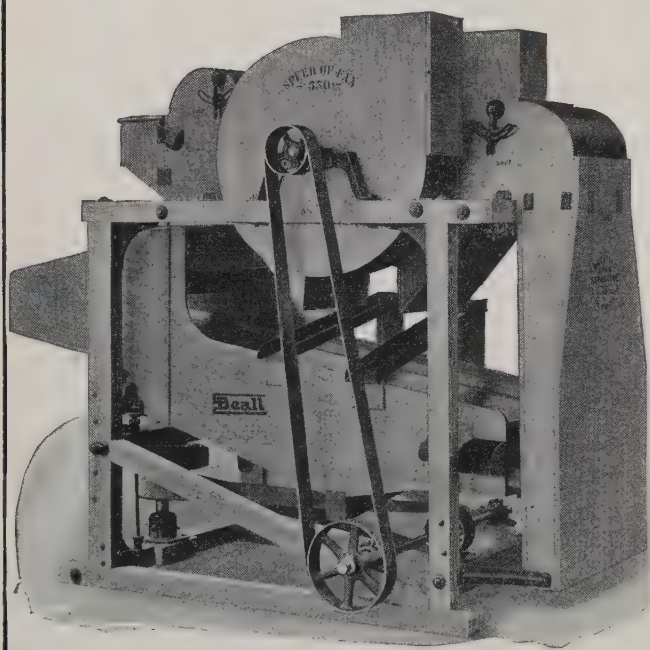
MINNEAPOLIS

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

Beall

THE MARK OF QUALITY

The New Beall Rotating Warehouse and Elevator Separator



Built in Ten Sizes

An easy way for a grain dealer to make money is to raise the grade of the grain he buys

and that is exactly what this cleaner is doing for others, and will do for you.

Cleans perfectly wheat, shelled corn, oats, rye, barley, and all small grains.

Recent improvements put it in a class decidedly to itself—a machine that instantly appeals on account of its simplicity and the thorough manner in which it cleans all kinds of grain.

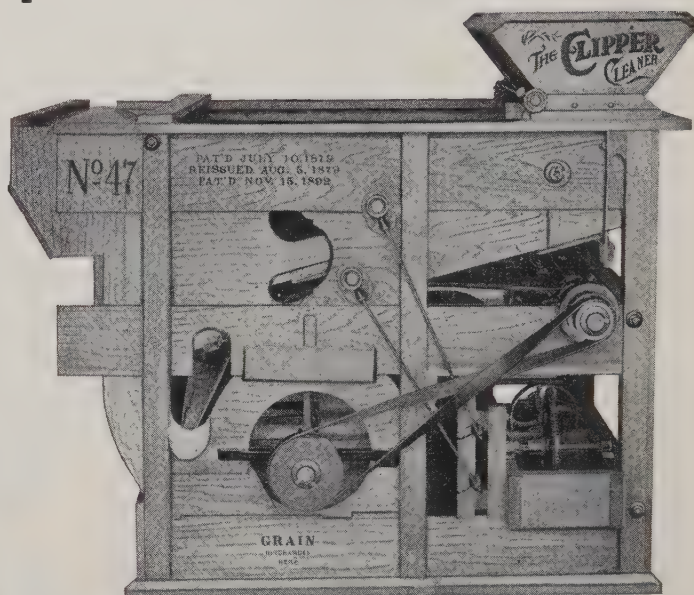
Write for full information today.

You never lost any money investigating.

The Beall Improvements Co., Inc.
DECATUR, ILLINOIS

No. 47 "Clipper" Cleaner

With Traveling Brushes



Stands without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern Improvements.

The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction.

Catalog and Screen Sample Plate free.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager.

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To United States, Canada and Mexico, semi-monthly, one year \$1.50; one copy 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, crop and leaking in transit reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JULY 25, 1913

SHIPPERS who do not hesitate to place cars in fit condition to receive their grain should read Weighmaster Foss' suggestions on "Leakage and Its Prevention" elsewhere in this number.

WITH THE MOVEMENT of the new crop a splendid opportunity is offered country dealers to buy all grain by grade and classify it by grade, so as to enable them to realize a surer profit on their shipments.

SHIPPERS WHO see to it that their B/L bears the number and the initials of the car loaded as well as the signature of the local agent and then advise the consignee seldom experience difficulty in having their drafts honored.

WHEN ALL small grain is bot on the basis of clean grain, or better still when it is cleaned before weighing and the screenings returned to the farmer, the buyer will be able to determine more accurately the value of the grain and find it easier to convince the seller of its true grade. Grain well bot is always half sold, but when the country elevator man permits the farmer to cajole him into paying more for grain than it is worth, he is in perpetual worry until the market advances, or he sells it at a loss.

SHIPPERS owe it to themselves to instruct their bankers to forward Bs/L direct to destination of shipment, otherwise its unloading may be delayed and demurrage charges collected. Some of the banks seem to think they have all eternity for forwarding drafts.

SCALE INSPECTION departments are being established and successfully conducted by some of the coal dealers' associations, so there will be little excuse for any grain dealer attempting to do business with an old time scale of uncertain seal. Make sure they weigh correctly before using them.

OVERLOADING FREIGHT cars has caused so much trouble for some of the railroads, that they are stopping cars in transit, and transferring grain to two cars, charging minimum weight on both. The scarcity of cars and the pressing need for more storage room excuses no shipper in overloading cars and thereby increasing the chances of wrecking a train.

OVERDRAFTS SELDOM impress the consignee with consignor's confidence in his honesty or ability to handle grain advantageously. It is far better to ship to firms you can trust, and then leave sufficient margin above draft at least to pay the freight. No shipper can expect to win the good will of a consignee by persisting in making overdrafts, even tho he may need the money.

FIREPROOF ELEVATORS are about the only kind grain dealers can afford to erect in grain centers, and gradually more elevators of this character are being erected at country points, as is reflected by items appearing frequently in our news columns. The owner of a fireproof elevator has little to fear from lightning or locomotive sparks, the two most prolific known causes of elevator fires.

THE CUMMINS amendment to the tariff bill, which provided for a tax on grain options, will be dropped, as the Democratic caucus has decided against it. If ever future trading is stopped our grain markets will fluctuate more frequently and more quickly than ever, with the result that everyone who handles grain in any form must of necessity work upon a much wider margin of profit than does anyone think of doing today. Both the grain dealer and the miller would find it necessary to work on at least twice as great a margin as at present, in order to protect themselves against losses which would be occasioned by unexpected fluctuations. While neither would be likely to make annually any more money than they do today, their profits would not be so certain.

IT SELDOM pays to disclose the inner secrets of your business, and the country elevator man who shows his track bids or account sales of shipments to farmer patrons seldom, if ever, gains anything by such disclosure. That information belongs to the man who pays the bill, and should not be told to anyone, even tho he received much less than he paid for the grain.

NOW THAT the new crop is about to move, it behooves shippers everywhere to resolve to adopt more careful, conservative methods, not only in keeping account of the grain handled, but in handling it. Old worn out cars, or those with unsealed doors cannot be expected to deliver at destination all of the grain entrusted to them. Can you afford to have your grain scattered along the way and then waste precious time collecting for it?

SIoux CITY lost its fight for proportional rates, but possibly the railroads can be persuaded to do voluntarily what they objected to doing under compulsion. The point at issue is not a reduction in the freight charges. Sioux City desires only to be freed from the onerous restrictions of transit privileges, and to be placed on a parity in this respect with Omaha and Kansas City. Proportional rates wud result in a large increase in the grain traffic moving thru Sioux City. At that point, the east-bound traffic is divided among four railroads; at Omaha there are eight, and at Kansas City, nine. Perhaps in time the carriers out of Sioux City will realize that it is to their advantage to help build up that city as a grain market.

AN OMAHA correspondent in this number protests most vigorously against the docking of claims for shortages in shipments, and rightfully. If a shipment arrives at destination short of what the shipper placed in the car at initial point, then it is right and proper that the carrier should reimburse the shipper for the grain lost. When the shipper entrusts his grain to the railroad company, he enters into a contract with it for the transportation of all the grain, not one-eighth or one-half of it, or his weight less any amount which they claim it will shrink. Old grain would surely not shrink as much as new, if any, and well seasoned small grain would not be likely to shrink enough to make any difference. The carriers who keep their box cars in prime condition and cooper them well before permitting grain shippers to load them, seldom have any claims for shortage, and the shippers are glad to admit that they seldom have any losses, but sad to relate, the railroad companies providing such facilities are very few.

INDIANA GRAIN shippers have reason to be very thankful for the Spencer-Shively Act, as it will make the storing of grain so expensive as to make it prohibitive to all except those who store it in large quantities, and for a profitable fee. Free storage has long been the curse of the country grain business in many sections of the country, and the termination of the practice will prove profitable to all concerned.

RUSSIA, which has long been marketing its grain in bags of large dimension, has decided that bulk handling is much less expensive, and has started to build a number of government storehouses for receiving, storing, cleaning and shipping grain in bulk. The description published in this number is of unusual interest, in that it shows the Russian conception of grain handling facilities to be about 25 years behind American methods.

RUMOR HAS IT that an iron clad metal roofed elevator at Hutchinson, Kan., was struck by lightning last week and completely destroyed. It has been supposed by many insurance men that lightning would not strike iron clad elevators. Lightning rod experts claim that it will not do so, if the iron siding be extended deep enough into the ground to furnish perfect communication between the electricity in the clouds and in the earth. Notwithstanding much remains to be learned regarding the action of this mysterious fluid, the mutual fire insurance companies continue to grant a generous credit for equipping elevators with lightning rods.

THE IGNORANCE and misinformation as to grain trade conditions holding forth in old, out-of-date elevators at out of the way stations prompts many a traveling solicitor to real tears of pity. That man who has the poorest mechanical facilities for classifying, cleaning and shipping grain has the greatest need of information which is right up to the minute. The grain trade associations and the trade journals always strive to keep their supporters posted. The Indiana Ass'n. has been making a most vigorous effort to post every grain dealer of the state regarding the rigid requirements of the Spencer-Shively Utility Act, yet in spite of all its good work, some Hoosier dealers deny any knowledge of such a law, and others express doubt that anyone would find it out, even tho they did store grain for farmers. It is fortunate that ignorance excuses no man from the knowledge of the law, and all will be required to abide by its requirements, but the dealer who drifts along with such misinformation must eventually pay most dearly for the privilege.

THE GREAT EXPENSE and long drawn out proceedings of settling the business of firms or companies which fail, thru the hands of a receiver, have brot Mr. Receiver into decided disrepute with the business world. Chicago grain dealers have recently succeeded in settling a large business which was greatly involved, thru the means of a Creditors Committee, at a total expense of a trifle over \$10,000, which includes legal expenses. The secured indebtedness of the company was in excess of \$435,000, while the unsecured indebtedness approximated about \$165,000, making a total of over \$600,000 liabilities. The expense of settlement to the creditors was less than 2% of the value of the property, the members of the creditors committee having served without compensation. No lawsuits were instituted, even in collecting involved railroad claims, so that the assets were harbored and protected in every way possible. Both the creditors and the creditors committee are to be congratulated upon the splendid results obtained.

THE MIDDLEMAN or "the man between" as the dearly beloved leader of the Michigan Gleaners is want to call the grain dealer, has been much maligned by the agitators who have successfully preyed upon the cupidity of the grain growers. Few have waged this warfare against the old established dealers so profitably as Grant Slocum, who seems to have gained a standing with the farmers simply by abusing the established business men to whom the farmers had sold their grain and beans for many years. At many stations where farmers' elevators were established, for the purpose of eliminating the middleman, the profits paid the man between the producer and the consumer were unexpectedly and unreasonably increased, and the farmers lost the money they put into elevator stock. The complications and competition of this day and age require men who specialize in each field of human effort, if any marked degree of success is to be attained, and it is but natural that that middleman who, prompted by self-interest and a large investment to continue in the business at one station for a number of years, learns how best to market the grain of that section advantageously and profitably. His services may be dispensed with, but never, until another man arises to the same capacity and the same knowledge of conditions and markets, will the crop of the territory be marketed as well. The Michigan dealers are not the first to fall into the net of the wily promoter, but doubtless, now that they have paid the experience, they will be willing to profit by it.

TRANSIENT MERCHANTS MUST PAY LICENSE IN IOWA.

Iowa has a new law, which is designed to check the shysters and peddlers who have been imposing upon the credulous, and it will afford a measure of protection to the regular established merchants who pay taxes and support the home enterprises. The fire sale man, the cheap clothing train wreck faker, the grain scooper and the fly-by-night bankrupt jewelry merchant will all come under the ban of the new law, which provides that transient or temporary merchants must secure a license to conduct any business in the county, and must first present a bond for \$1,000 before the application is granted. Before the license is granted they must file an affidavit, showing the sale or business they are conducting is a bona fide one, and is as advertised. Any false statement contained in the report, which is to be made to the county auditor, will be punishable under the statutes.

Some Iowa towns have long had ordinances designed to accomplish the same purpose, but now that the state has enacted a law, it will be much easier for every grain dealer of the state to obtain protection from such unfair competition.

MUST STOP DIVIDING WITH INDUSTRIAL LINES.

The Interstate Commerce Commission has decided to deny the application of the railroads east of the Mississippi and north of the Ohio for permission to advance their freight rates 5%. At the same time the Commission will order the railroads to discontinue their division of rates with what are known as tap lines. These short railroads are operated by large manufacturing concerns as independent companies, and invariably are granted a part of the freight rate out of all proportion to their mileage. Some short lines are even said to be getting 6c per hundred pounds for their part of the haul, and where two or more railroads are competing for the freight produced by one of the short industrial lines, even a higher rate may be granted.

The tendency has always been to increase the proportional rate granted the tap line, as this has served as a rebate to the large corporation which had sufficient business to justify the establishment of a short railroad of its own, so they have been able to market their goods at lower prices than were competitors not operating a tap line.

It is estimated that the saving to the railroads, effected by this ruling of the Interstate Commerce Commission, will enable them to grant many employees the demanded increase in wages, without absorbing even half the rebates they have been paying to the industrial lines, so the entire shipping public will profit by this latest ruling of the Commission.

PROTECTING LOADERS' INTEREST IN SHIPMENTS.

Since the Michigan Supreme Court decided that shippers who desire to protect their interests in grain forwarded on S/O Bs/L must give notice to the railroad company of their ownership, shippers everywhere who have been accustomed to using S/O Bs/L have been more careful. One Illinois shipper, who persists in billing all his grain to his own order, notify consignee, has taken the extra precaution of printing across the top of his draft, "Papers attached to this draft must not be surrendered until draft is paid." In other words, he gives one more warning to the bank of his ownership and of his desire to protect his interest in the property.

The decision of the Michigan Court was published in the Grain Dealers Journal for Apr. 25th, and in this number we are able to publish the opinions of two prominent attorneys on the points involved. The Michigan Court held that the real shipper, in entering in the S/O B/L the name of the buyer, relieved the carrier of the necessity of demanding the surrender of the B/L before releasing the freight to the buyer. The court pointed out that it was clearly the duty of the owner of the property to notify the railroad company if he wished to retain control of the shipment.

The carrier is bound to accept instructions, as to the disposition of property entrusted to it for transportation, from the shipper named in the B/L or contract for shipment. It is not incumbent upon the railroad company to investigate the relations of the party named as shipper with the man who loads the grain. It must naturally be supposed that he is the hired agent of the shipper named. It is much safer and better for the shipper to consign the grain to his own order, notify buyer, then endorse the B/L in blank and attach draft to it, so that consignee must pay something on the grain before he obtains possession of it.

Several make-shifts have been suggested which would enable the broker to hide the identity of the real shipper, but none have yet been brot forward which at the same time protect the shipper's interest in his property. Shippers who insert the name of consignee as the shipper will be just as well off to use a straight B/L and make no draft. If consignee insists on the grain being forwarded in his name, let him pay for it in advance of loading.

TWO MORE accidents to men while attempting to shift belts on running pulleys are recorded in this number. Mechanical means can be provided which will eliminate this danger to elevator operators and they are so cheap it would seem folly to try to do without them.

THE WABASH R. R. is doubling some sections of its line, and forcing elevator men to move back or cut away their houses, *without* expense to the railroad company. Of course they would not be so exacting if the elevator stood on the elevator man's land, but inasmuch as he built it on leased ground, he is at the mercy of the railroad.

THE DECISION of the Interstate Commerce Commission in the suit of the Commercial Club of Omaha v. Anderson & Saline River Ry. Co., holds a consignee who pays the freight charges and deducts them from the purchase price due the seller, is not damaged by an overcharge on the part of the railroad and can not, therefore, file a claim with the Commission for reparation. This merely means that the man who actually pays the freight must appear as complainant before the Commission. Grain shippers shud observe this ruling when they carry a complaint to this body for overcharge.

THE DIRECT effect of changing bad roads into good roads upon the value of farm lands and the economic welfare of the community is vividly emphasized by reliable data recently collected by the Department of Agriculture, which is making a special study of the economic effect of road improvement in the country. In every case the improvement of the roads has resulted in the enhancement of the value of farm lands. It should also show an improvement in the value of property in the towns to which these roads lead, because the good roads open the markets to the farmers along the improved roads every day of the year, and the grain man especially will profit by having grain hauled to his elevator at times other than that immediately following harvest. Good roads not only reduce the cost of hauling farm products to market, but they also give the farmer access to those markets every day of the year, so that when markets are high he has an opportunity to take advantage of them.

COTTON FUTURES will be taxed 1/10% per pound unless the amendment to the tariff bill introduced by Senator Clarke is eliminated by the Senate, a possibility but not a probability. This tax may or may not have a harmful effect on the trade in cotton. What is particularly disturbing, however, is the light-hearted way in which the Senators agreed upon the tax. No study of the present methods of marketing cotton was regarded as necessary; no that was wasted on the probable effect of the tax. Upsetting an important practice in connection with the handling of one of America's greatest crops is not of sufficient importance to warrant the wasting of any of our Senators' valuable time. It is such legislation as this that is rapidly making America the most governed and the worst governed of civilized countries.

RECOVERY FOR LOSS OF Grain in Transit.

The winning of its suit against the Great Northern Ry. for loss of grain in transit reflects great credit on the attorneys of the Northwestern Elevator Co., Minneapolis, Messrs. Wilson, Mercer, Swan & Stinchfield and on C. A. Magnuson, pres. of the company.

The defendant railroad sought to prove by its train records that the cars showed no evidence of leakage of grain in transit. What the defendant accomplished by the introduction of its records and the testimony of its trainmen was to show that these records are worthless, and that when cars leaked the trainmen did not know it. The same conditions exist on other lines of railroad, and shippers who take the same course as the Northwestern Elevator Co. need fear no railroad records.

Taking the records of the railroad the plaintiff showed that many cars arrived at the terminals in a leaking condition and that the records did not show it, hence the records were valueless.

The suit was started in the district court of Hennepin County, to recover the value of grain lost in shipments of 60 cars of grain from various points in Western Minnesota to Minneapolis. As to 36 cars the cases were dismissed, the jury found for defendant on one and for plaintiff on 23; and the judgment was affirmed by the Supreme Court of Minnesota on May 9, 1913, Judge Dibell stating that:

The plaintiff owned a number of line elevators. The custom was to weigh the grain on the hopper scales of the plaintiff at the elevator, as it was loaded; the plaintiff inserting the weight in the B/L which was marked "Weight subject to correction." The railroad did no weighing.

Unsealed Scales.—Section 2729, R. L. 1905, is as follows: "Every person engaged in any business requiring the use of weights or measures shall cause those used by him to be tested and sealed by the county sealer. Every person who shall buy, sell, or dispose of any goods or commodities by an unsealed weight, measure or scale kept by him, or shall knowingly use any such weight, measure, or scale which has been sealed, but is incorrect, shall be guilty of a misdemeanor; but no contract of sale shall thereby be rendered void."

Untested Scales Good Evidence.—The defendant sought and offered to prove that the hopper scales were not tested or sealed. An objection to this proof was sustained. It appears from the statements of the trial court, made repeatedly when different offers and objections were made, that the evidence was refused because it was sought to exclude the weights as evidence, and that it might be received for the purpose of affecting the accuracy of the scales, if so desired. The question, then, is whether the fact that the plaintiff's hopper scales were not tested or sealed prevented the use in evidence of the weights which they recorded, for otherwise the offered evidence was immaterial. We hold that it did not.

Law Not Violated by Use of Unsealed Scales.—The plaintiff was shipping its own grain to itself. That one may use his own unsealed scales, for purposes of his own, without offending the statute, is not to be questioned. A farmer, selling grain or produce, may clearly enough weigh what he sells, on unsealed scales, and make use of the weights as evidence. There is no evidence that the plaintiff used its hopper scales in making sales. All the evidence is to the contrary; but, on cross-examination of one of the plaintiff's witnesses, an objection was sustained to a question intended to elicit proof that the scales were used in making sales, and an offer to prove such fact was made and rejected. In deciding the case we must assume that the offered proof would have established the fact to which it was directed.

We have reached the conclusion that the statute did not intend to outlaw unsealed scales, used as these were, so that the weights which they recorded could not be used as evidence in a contest with the carrier as to shortages in shipments. The decision is confined to the precise question presented.

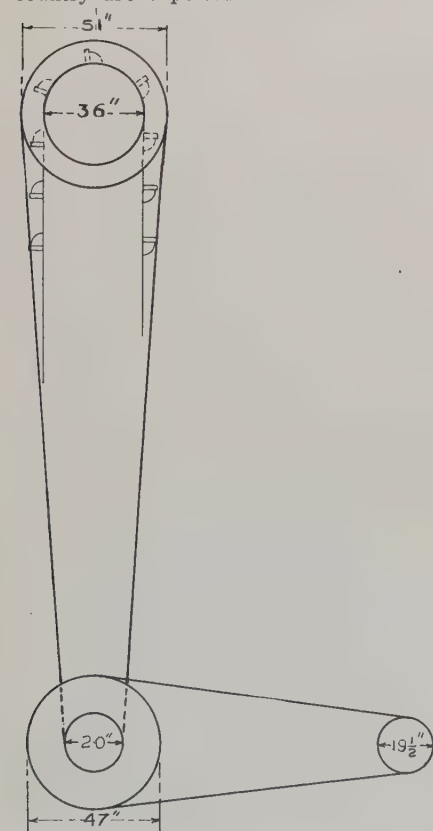
Conductors Keep Train Books.—The defendant sought to negative the claim that grain was lost in transit by showing the condition of the cars at different points of inspection in the course of shipment. The conductors kept "train books" in which they recorded the condition of the cars at inspection points. They had no present recollection of the condition of the cars, and the books did not refresh their memories. The method of getting in evidence books such as these is to show, in substance, that they were made by the person testifying, that they were made in the usual course of employment and at the time of the transactions recorded, that he knew them to be correct when made, and that he has no present recollection of the facts stated in them, even after examining them. The books are then receivable in evidence as memoranda, and their accuracy is subject to attack. The parties adopted the practice, which is not unusual, and which is convenient, of letting the witnesses who accredited the books testify from them as to what they showed, without formally putting them in evidence.

A particular conductor would testify from his train book that a car involved in the action was shown on his train book and that there was no marking opposite its number, as there should have been, had there been defects in it, or leakages, or broken or defective seals. On cross-examination counsel for the plaintiff, having access to the train book, asked the conductor as to the showing of the train book of the condition of other cars, in the same train, but not consigned to the plaintiff, and found the record to show them without notation of defects.

Failed to Report other Leaking Cars in Same Train.—The plaintiff, in rebuttal, offered testimony of inspectors, examining the cars at inspection points, to show that such cars, they not being cars containing the plaintiff's shipment, and not shown by the train books to be in defective condition, were in fact leaky, or otherwise defective or in bad order. This was done for the purpose of affecting the accuracy and trustworthiness of the train books.

The evidence of the defendant did not necessarily negative a shortage. We think the evidence which has satisfied the scrutiny of the trial court sustains the verdict.—141 N. W. Rep. 298.

THE AMERICAN ROAD Congress will hold its third annual meeting at Detroit, Mich., the week of Sept. 29. Three thousand delegates from all parts of the country are expected to attend.



Correct Size of Pulleys.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

ACREAGE, YIELD AND PRICES?

Grain Dealers Journal: What publications give data regarding acreage, yields and prices of corn and oats covering a period of the last few years?

What book contains the terms, their meanings, and methods of doing business on the Chicago Board of Trade?—D. C. Getchell & Co., Machias, Me.

Ans.: Statistics on yields, acreage and prices for many years back are given in each edition of the "Yearbook" of the United States Dept. of Agriculture, Washington, D. C., a copy of which may be obtained by addressing your congressman or by purchase from the Superintendent of Documents, Washington, D. C. These statistics are also published in the *Grain Dealers Journal* as issued.

Board of Trade methods are described in the "Book of the Board of Trade." Prices of the active futures of corn, oats and wheat each day, including opening, high, low and close, for ten years, are given in the "Chart Book" of the *Grain Dealers Journal*.

NEW METHOD OF CORN STANDARDIZATION.

Grain Dealers Journal: Some time ago a new method of standardizing corn according to moisture content was published. Can the *Journal* tell me where I can secure this information? I should also like to have any market reports for the year 1912, including export prices, etc., which may be available.—Murl McDonald, Pocahontas, Ia.

Ans.: A chart on the moisture test and weight per bushel was published in the *Grain Dealers Journal* Mar. 25, 1911, page 434. The moisture test and discounts, with a table, by J. W. T. Duvel, appeared Sept. 10, 1911, page 367. Decision by the Illinois Railroad & Warehouse Commission on the moisture test appeared Sept. 10, 1911, pages 366-367. The Federation of Grain Dealers recommended discounts on basis of moisture test, as published on page 617, Oct. 25, 1911, and their amended discounts appeared on page 774 of Nov. 25, 1911, number.

CORRECT SIZE OF PULLEYS?

Grain Dealers Journal: We are going to put in an electric motor in place of our engine and would like to learn the correct size of pulley on the line shaft to keep line shaft running at same speed as formerly.

Our engine pulley runs 300 rev. per min. and is 19 1/2 ins. in diameter. The electric motor pulley will be 10 ins. in diameter and run 1000 rev. per minute. Our present line shaft pulley is 47 inches in diameter. On the other end of line shaft is a rope drive to cupola; a 20-in. pulley on shaft and 52-in. pulley in cupola.—G. W. Kellogg, mgr. Rockwell City Elevator Co., Rockwell City, Ia.

Ans.: If the 19 1/2-inch engine pulley now is making 300 revolutions per minute the 47-inch line shaft pulley must be making 125 revolutions per minute. To keep this same speed of 125 revolutions per minute for the line shaft the diameter of pulley No. 2 on the line shaft must be increased to 80 inches, to overcome the increased

speed of the 10-inch pulley on the electric motor shaft, running 1000 revolutions per minute.

The faster electric machinery runs the cheaper it is to buy, hence if possible it is better to reduce the size of the motor pulley from 10 inches to 5.85 inches, leaving the 47-inch pulley and all other pulleys the same. If the horse power is considerable it may not be possible to reduce the diameter of the motor pulley so much. The proportionate diameters of the motor pulley and the line shaft pulley should not be greater than one to seven in order to get enough adhesion on the motor belt pulley.

If there is not room to put in an 80-inch pulley on the line shaft in place of the 47-inch a somewhat smaller one could be put in by having a smaller than 10-inch pulley on the motor shaft.

FAILURE TO SEND B/L.

Grain Dealers Journal: For several years A has bot potatoes at a country station for B, who is a large shipper. On Apr. 10 A had a car ready to ship and was instructed by B's agent to ship it to a certain distributing point, which was properly done. A neglected, however, to send B the invoice and B/L; consequently B claims to have had no notice of the shipment until some 36 days later, when he was notified by the railroad company. Can B collect damages from A?—W. F. Grover, Ridgeland, Wis.

Ans.: If in the usual course of dealing A was depended upon to advise B when shipments were made and to forward B's/L and invoices the loss was due to A's neglect and he should bear the loss. If he was an employee the amount should be deducted from his salary, if working on commission it should be taken out of his account and if he was virtually doing business on his own account the loss should be charged against him and taken out of any amount to his credit. If suit is brought in court a question will arise as to whether the knowledge of B's agent that A had been instructed to ship to a certain point could be imputed to B, in which case B could not recover from A.

CORRECT POSTAGE ON GRAIN SAMPLES.

Grain Dealers Journal: We are having considerable trouble here at present with the post office department regarding the rate to be charged on samples of grain, and will be glad to learn what the correct ruling is regarding this matter.

We send out quite a large number of samples to our customers of cars of grain which are in transit, and these samples will usually weigh six to eight ounces, but the postmaster here advises us that under the new rate these samples will not go as seeds at the rate of one cent for each two ounces, but must be classed as merchandise and go under the new parcel post regulations, and that all samples weighing over four ounces must take the rate for a pound, and under this new classification it costs us for a six ounce sample from six to twelve cents according to the location, instead of three cents, the rate we had to pay under the old ruling.—Sam Williamson & Son, Salt Lake City, Utah.

Ans.: For a comprehensive statement covering all phases of the subject see the *Grain Dealers Journal* for Feb. 25, page 232.

By his arbitrary interpretation of the parcels post act the Salt Lake City postmaster is placing a burden on his own people. He is discriminating against his own citizens by requiring them to pay a rate that is enforced nowhere else. The same was true at Milwaukee until the Chamber of Commerce filed a protest with the Washington authorities, after which the Milwaukee postmaster came down to the old rate of one cent for two ounces. Chicago and other large cities now give the trade the benefit of the lowest rate and there is no reason why the Salt Lake City postmaster should not be as fair.

LOST BEANS BY BILLING TO BUYER.

Grain Dealers Journal: In your issue of June 25th, page 981, we find a paragraph signed by M. G. Ewer, in which he refers to the Supreme Court decision in the Nelson Grain Co.'s case. Will you kindly advise if this was a decision by the Supreme Court of Michigan, or the U. S.?—T. H. Bunch Commission Co., Little Rock, Ark.

Ans.: This was a decision of the Supreme Court of Michigan, rendered last spring in the case of the Nelson Grain Co. of Ithaca, Mich., against the Ann Arbor R. R. Co., which had turned over 2 cars of beans, shipped on a S/O B/L and delivered by the railroad company to consignee without taking up the B/L, so buyer obtained possession of shipper's beans without paying for them. The decision was published in full on page 589 of the Journal for Apr. 25th.

CONTRACT WAS BINDING.

Grain Dealers Journal: On page 940 of the June 25 number the Journal published a letter from Lars Aggergaard, Irene, S. D., relative to a deal in oats. We are the receiver to whom he refers. Mr. Aggergaard offered these oats at 34c net, his track. It was not until July 17 that he informed us that he had already loaded and sold the oats elsewhere and had the draft made out when he got our telegram that we had sold them.

We have advised him that he must be careful in future, that his letter to us made a contract with us which was good until he cancelled the same, and that we had made no difference whether we sold the oats that day or a week later if his offer had not been withdrawn.

The market has since declined. Upon receipt of his letter we were able to buy back the oats at even a lower price than sold at, and we will be able to send him a check, altho his letter simply suggests that he is hopeful of our being able to cancel the trade so as not to call on him for any difference.—G. E. Gee Grain Co., Minneapolis, Minn.

[Mr. Aggergaard is fortunate that the market movement saved him from loss. In quoting prices and making offers shippers must remember that loose language, apparently insufficient to close a sale, nevertheless will make a binding contract when the language dovetails with that of the other party.—Ed.]

DELIVERY ON CONTRACT?

Grain Dealers Journal: On July 8 I bot from one party 5,000 to 6,000 bus. of wheat at a stipulated price. If the wheat declines am I obliged to take the minimum amount at the agreed price? If the market goes up will the seller have filled his sale with 5,000 bus.? If so, would not the buyer have the same right when the market declines?—H. L. Aden, mgr. Gresham Grain Co., Gresham, Neb.

Ans.: If the dealer inspects a crop in the field and with the grower judges there will be 5,000 to 6,000 bus. and the dealer agrees to take 5,000 to 6,000 bus. he must accept whatever the grower delivers within those limits. If the crop amounts only to 5,500 bus. and the market is down the farmer could get 500 bus. more from a neighbor and put it in on the contract. If the market is up the farmer can hold out all above 5,000 and sell the surplus to some other dealer for more money. Morally the farmer should deliver what was expected; but legally he can not be compelled to do more than barely fill his contract. The dealer can protect himself by making a conservative estimate on the crop and writing the exact number of bushels in the contract. If the farmer is fortunate enough to harvest more than was expected he should be willing to sell the surplus at the

market price at the time of delivery. Having agreed to take a variable quantity the buyer can not on delivery refuse the maximum quantity because of a decline in the market. The better way always is to contract a specific number of bushels, then expect and insist upon full delivery; otherwise growers can speculate with the dealers' money without risk to their own.

CAUSE AND PREVENTION OF DUST EXPLOSIONS.

Grain Dealers Journal: As a result of the recent explosion in the Husted Mill at Buffalo, I am making a study of the subject of dust explosions and their prevention in flour and feed mills, breweries, etc., and write to ask if you can give me any information as to the best means of preventing such explosions, also what literature has been published on this subject in books and technical periodicals. Do you know of any safety devices used to prevent such explosions, and what safe practices would you recommend in the operation of such mills? Yours very truly, William Newell, Mechanical Engineer, Dept. of Labor, New York City.

Ans.: The oxygen of the atmosphere will combine suddenly with explosive force with any oxidizable material floating in the air, when the substance is in the form of an impalpable powder or dust, densely distributed thru the air, and brot into contact with a naked light or spark. Coal dust, flour dust, grain dust and starch dust are examples of such carbonaceous material, occurring naturally in the industries in a finely divided form.

All factories or buildings where grain is handled in bulk should be lighted by electric incandescent bulbs and be well equipped with dust collectors and suction sweep-ups at frequent points, so as to prevent the accumulation of vegetable dust.

Some of the explosions of dust have been attended with heavy loss of life and property, as in the case of the Minneapolis flour mill explosion. Other historic explosions were those of Oliver's oatmeal mill at Chicago in 1888, Union Elevator of Paddock, Hodge & Co., at Toledo, Sept. 20, 1898; Canadian Pacific Elevator of the Quaker Oats Co., at Richford, Vt., Oct. 8, 1908; elevator of Acme Maltng Co., at Chicago, Jan. 25, 1912, and starch house of Corn Products Refining Co., at Waukegan, Ill., Nov. 25, 1912.

In the Union Elevator explosion at Toledo the full night force of employees was at work, when an employe carried a lantern into a dusty room. Ten persons were reported dead or missing, and the lives of five others were despaired of. Described in the Grain Dealers Journal Sept. 25, 1898, page 108.

In the Canadian Pacific Elevator explosion at Richford, pieces of the sheet iron roof were blown more than a mile away. The dead body of one employe was blown 500 yards. Of the 26 men at work 15 were killed. Described in the Grain Dealers Journal, Oct. 25, 1908, page 567.

Several starch dust explosions occurred in the plant of the old Glucose Sugar Refining Co. at Chicago, and one of the worst was that in the plant of its successor, the Corn Products Co., at Waukegan, where 12 men lost their lives. Described in the Grain Dealers Journal Dec. 10, 1912, page 899. The explosion hazard of starch is now so well recognized that the company handles the starch in a detached building.

Some attention has been given to this subject on pages 86, 87 and 368 of the third edition of the book "Plans of Elevators."

The U. S. Circuit Court of Appeals, in the case of Grice v. Quaker Oats Co., growing out of the Richford explosion, held that: "Where there is a device in common use and adaptable to the work in a grinding mill, which a man of ordinary prudence would adopt to keep dust out of the air, the owner of the mill must install such a device, and failure to do so is actionable negligence, rendering him liable for a loss occasioned by an explosion of the dust." 195 Fed. 441. From Grain Dealers Journal, Feb. 25, 1913, page 314.

ROUMANIA has prohibited the exportation of oats and barley.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

P. F. W. & C. 516819 passed thru Hope-dale, Ill., July 24, leaking badly. No time to stop leak.—C. A. Killey, with C. L. Smith.

Ill. Cent. 23643 reached Hopedale, Ill., July 24, leaking wheat badly. Repaired leak.—C. A. Killey, with C. L. Smith.

M., K. & T. 12784 was set out at Boyles-ton, Ind., July 23, because draw bar had been pulled out. Leaked about a bushel of grain on track while standing here.—C. W. Conee, of Clifton Conee & Co.

M. K. & T. 100091 passed thru Mounds, Okla., July 23, on the Frisco Lines leaking wheat badly at the corner of car. Stopped leak—as best I cud with burlap.—R. L. Barton.

B. & O. 193801 passed thru Owaneco, Ill., July 23, leaking wheat badly at truck.—Geo. Ritscher & Son.

Pere Marquette 32317 passed thru Lee's Summit, Mo., July 22, leaking at door.—E. P. Clark, mgr. Lee's Summit Imple-ment & Seed Co.

Union Pacific 71205 reached Culver, Kan., July 22 from Luray, Kan., leaking badly at door post. Stopped leak with rags as best we cud.—Jno. E. Hughes, mgr. Cul-ver Grain & Live Stock Ass'n.

Wabash 62765 passed thru Delphi, Ind., June 21 leaking wheat.—C. M. Kerlin.

Wabash 67388 passed thru Lanesville, Ill., July 21 via Wabash R. R., leaking wheat badly.—Metcalf & Kinahan.

Wabash 68093 passed thru Lanesville, Ill., July 21 via Wabash R. R. leaking wheat badly.—Metcalf & Kinahan.

C. B. & Q. 110815 was seen in the Texas Pacific yards at Sherman, Tex., July 18 leaking wheat badly at door. Trainmen were endeavoring to stop leak.—Pittman & Harrison Co.

C. M. & St. P. 51382 passed thru Hartley, Ia., July 18 leaking white corn at side door.—C. H. Betts.

L. & N. 14326 passed thru Garwin, Ia., July 17 leaking oats at side. Car not sealed.—Garwin Farmers Elvtr. Co.

St. L. & S. F. 30000 reached Donovan, Ill., July 16 leaking white oats badly at drawbar. Trainmen fixed leak with waste and other material.—Donovan Grain Co.

I. C. 38197 passed thru Raymond, Ia., July 15 leaking corn at end.—P. J. O'Connor & Sons.

C. B. & Q. 24655 passed thru Sweetwater, Neb., July 15 leaking macaroni wheat over both drawbars. Impossible for us to fix it. Reported the matter to the conductor.—Highland Bros.

I. C. 38197 passed thru Raymond, Ia., July 15 leaking at end.—P. J. O'Connor & Sons.

Intercolonial 60965 reached Salt Fork, Okla., July 14 leaking wheat at both sides of car. Repaired leaks as best we cud with the assistance of train crew.—Geo. Ingram, mgr., Salt Fork Grain & Elvtr. Co.

T. & P. 13931 passed thru Mason City, Ill., July 14 leaking wheat thru a crack in boards near door post. Stopped leak by stuffing the crack with waste and nailing a board over it.—D. H. Currey & Co.

Wabash 72042 passed thru Evander, Ia., July 13 leaking yellow corn at broken door post. About 500 bus. of corn spilt along track.—N. D. Sloan, agt., L. J. Button Elvtr. Co.

C. H. & D. 4557 passed thru Barnard, Ind., July 10 leaking white corn badly at door post.—P. R. Moore, mgr. J. T. Hig-gins Grain Co.

Union Line 576773 passed thru Hopedale, Ill., July 10 in C. & A. train 86, leaking wheat badly at the side. We stopped leak by stuffing hole with waste and nailing down siding.—B. T. Railsback Sons.

R. I. A. & L. 30734 passed thru Brooklyn, Ia., July 8 eastbound, leaking shelled corn at door.—Brooklyn Lbr. & Grn. Co.

Union Pacific 71045 passed thru Floyd Crossing, Ia., July 7 leaking white oats thru a bad bulge in side of car.—Jas. Mc-Kendrick, agt. Hunting Elvtr. Co.

Letters

From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

BIG CAR OF TEXAS OATS.

Grain Dealers Journal: We have noticed in the Grain Dealers Journal the largest cars of oats being shipped in the northern states, but we believe that we have the record for a Texas shipment. We have just received from the Hughston Grain Company, Plano, Texas, car of oats G. H. & S. A. No. 37471, containing 91,341 lbs. bulk Texas red oats. —A. B. Crouch Grain Company, by A. B. Crouch, Temple, Tex.

MUST GRAIN BE SOLD AS DELIVERED?

Grain Dealers Journal: If a farmer had 10,000 bus. of oats which he wanted to haul to the nearest elevator before selling, could the local elevator man store it free until farmer had finished hauling? In other words, would I be permitted to store farmer's grain until it was all delivered, without complying with the requirements of the Spencer-Shively Act? Suppose some farmers were to haul all their grain in in 30 days, others take 60, some 90, some 120, could I store their grain until it was all in, without getting into trouble? No doubt farmers would defer the settlement day so long as possible, and they would be especially anxious to defer the date if the markets were rising. Any light on what we can or cannot do will be greatly appreciated. —Anxious Hoosier.

PROTEST AGAINST DEDUCTIONS FOR "NATURAL SHRINKAGE."

Grain Dealers Journal: We have received notice from railroad companies of the issuance of Supplement I-J of Western Trunk Line Committee. Also C. B. & Q. GFO-3333-K, ICCA-396, effective June 1st, which requires a reduction of one-quarter of 1% on corn, and one-eighth of 1% on all other grains in cases of claims made against the railroad company for loss in transit.

We have protested to the Interstate Commerce Commission against permitting this circular to remain effective. We have never been able to convince ourselves of the justice of any claim that is made in support of the theory of "natural shrinkage" or "normal shrinkage." It is true that in some kinds of weather, grain will shrink in transit. It is also true that in other kinds of weather, grain will absorb moisture and increase in weight in transit, and if we were to accept the theory of "natural shrinkage" in the handling of grain, it would only be necessary to follow the argument to its logical conclusion, and it would be ascertained that if we re-weigh the grain often enough, it will all disappear like trick cards in a magician's hands. The conclusion is so absurd as to prove the unreliability and inaccuracy of the theory of "natural shrinkage", and we most respectfully protest against a continuation of the effectiveness of the above mentioned circular. Grain shippers every-

where shud protest. Yours truly, Beal-Vincent Grain Co., Omaha, Nebr.

HELPED BY LEAKING CAR REPORTS.

Grain Dealers Journal: We had several of our cars arrive at Duluth, Minn., in apparent good order that were short in weight. Fortunately for us readers of the Grain Dealers Journal had observed the cars leaking and reported the car numbers in its column, "Leaking in Transit," and we collected the loss.—W. L. Zimmerman, mgr. Golden Valley Farmers' Co-operative Co., Beach, N. D.

THE VETO OF THE ANTI-CAR-SWEEPING BILL.

Grain Dealers Journal: It was with some surprise that those engaged in buying, selling, and handling grain in the State of Illinois learned of Governor Dunne's veto of the Anti-Sweeping bill. For my part I am well persuaded that had his honor, the Governor, been familiar with the conditions that prompted the introduction of this excellent measure he would have promptly approved it. In this connection perhaps we, in the grain trade, are somewhat to blame for not intelligently informing him. It would seem that Governor Dunne labored under the erroneous impression that the bill was a railroad measure and did not concern the shippers of grain.

A brief outline of our efforts to eliminate the after-sweeping nuisance in the Chicago district might be appropriate at this time.

About fifteen years ago, when I first became identified with the Weighting Department of the Chicago Board of Trade, after-sweeping privileges were being farmed out by representatives of certain grain carrying lines for considerations of greater or lesser amounts. In some cases the considerations were represented by monthly payments, while in other cases the after-sweeping graft was given out on a percentage basis. A thoro investigation of the matter, which I made at the time, convinced me that after-sweeping, whether by organized agencies, or by trespassers, was conducive to serious abuses; and, therefore, I determined to abolish the evil, but as the after-sweeping of cars had proved to be a very lucrative business, not only to the sweepers but to those who were interested in farming out the privileges, I met with much opposition to my endeavors. However, after a long drawn out and rather strenuous fight we finally succeeded in abolishing all forms of organized after-sweeping in the Chicago Terminal.

The after-sweeping that was being done by trespassers, while not so serious in its results, was a much more difficult problem to handle for the reason that the courts would not, at any rate did not, co-operate with the movement. Boy, women and men sweepers were repeatedly brot before the magistrates only to be discharged. In some cases the Judges have even threatened to punish the officers for arresting these sweepers. To make matters worse, the sweepers were often encouraged by unscrupulous people who bot the grain for a small part of its real value. Our efforts, in consequence, were also directed to the buyers of the stolen grain. I say stolen grain for the reason that a very large part of the so-called sweepings came from loaded cars. In fact, when a trespasser was caught coming out of railroad yards with grain he usually was successful in securing his

dismissal by claiming that he swept the grain from empty cars.

While it is true that the Juvenile Act, together with the establishment of the Municipal Court, has given us some relief, yet without a specific law prohibiting after-sweeping and providing suitable punishment to guide the courts, as has proved so effective in the State of Minnesota, the Judges are reluctant to mete out punishment to trespassers caught with grain in their possession, which they claim either to have swept out of empty cars or to have bot from others claiming to have secured the grain by after-sweeping.

I am well convinced that thefts of grain amounting to thousands of dollars each year could be effectively prevented by an after-sweeping law along the lines of the measure that Governor Dunne has just vetoed on the grounds that the provisions of the present Criminal Code sufficiently cover the subject. As a matter of fact, those who caused the introduction of this after-sweeping bill did not have the protection of railroads in mind, but drew up the measure for the protection of the grain trade.

Our first effort to secure relief from the costly after-sweeping nuisance was the introduction in the City Council of Chicago of an ordinance which would have made it a misdemeanor, punishable by fine, for any unauthorized person to sweep grain cars. This measure was referred to the Judiciary Committee which granted us a hearing. At that hearing certain members of the Committee stated that they had constituents who made their spending money sweeping cars, while other members said that the city lacked the authority to enact an anti-sweeping ordinance. Failing to secure relief from the City Council we turned to the Illinois Legislature, but again we were unsuccessful. That was two years ago. At the last session of the Legislature some of the Peoria grain men caused the measure to be re-introduced with some additions to cover police or Justice Courts, and with the assistance of influential grain men of the state the bill was finally passed only to be vetoed by the Governor. It is to be hoped that we will meet with greater success two years hence.—H. A. Foss, Board of Trade Weighmaster, Chicago.

TRADE ABUSES HAVE BEEN CORRECTED.

Grain Dealers Journal: We must give the associations credit for promoting the kindly spirit of toleration among competing dealers, as well as for correcting many of the old time abuses, which made the life of the country elevator man a grievous burden. The tricksters are gradually being eliminated from the business, and the progressive men in the trade are striving to deal fairly with their competitors, as well as with the farmers. This has placed the business on a more satisfactory basis, and made it possible to handle more grain on a narrower margin than when each dealer occasionally paid more than grain was worth.

We now post our prices and stick to them. Under no consideration will we bid over our posted price, and as a result, the farmers have come to recognize that we are paying all we can afford to pay for their grain. I believe that country elevator men are conducting their business more methodically than ever before. The time was when some of the dealers did business for exercise, but they have

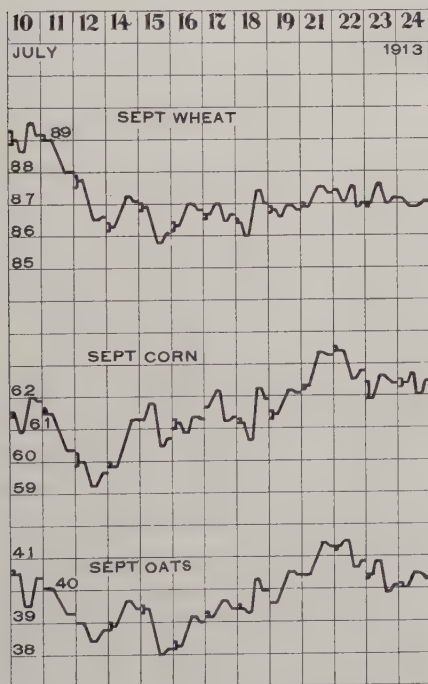
fully recovered from their foolishness. The farmers want up-to-date handling facilities, so that they can deliver the grain without labor, and we try to give them the best obtainable.—Nickel Grain Co., J. G. Bauer, Mgr., Valparaiso, Ind.

The Arbitration Com'tee of the National Ass'n has been sustained by the directors in the appeal by the Nixon Grocery Co., of Augusta, Ga., from the decision of the Com'tee ordering payment of \$132.62 to W. P. Brown & Co., of Memphis, Tenn.

MANCHURIA exported thru the port of Dalny 113,970 tons of soy beans and 295,494 tons of bean cake in 1912-13, compared with 133,246 tons of soy beans and 262,818 tons of bean cake in 1911-1912. The decrease in exports was probably caused by the lower prices ruling at Vladivostok, which port enjoyed a large increase in tonnage.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for September delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER WHEAT.													
	July 10.	July 11.	July 12.	July 13.	July 14.	July 15.	July 16.	July 17.	July 18.	July 19.	July 20.	July 21.	July 22.
Chicago	89 1/4	88 3/4	86 1/2	87	86	86 3/4	86 3/4	86 3/4	87	86 3/4	87 1/4	87 1/4	87 1/4
Minneapolis ..	91 1/4	90 3/4	89 1/4	90 3/4	88 3/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4	89 1/4
Duluth	92 1/4	91 1/4	90 3/4	91 1/4	90 1/4	90 3/4	90 3/4	91	90 3/4	91 1/4	90 3/4	90 3/4	89 1/4
St. Louis	86 3/4	85 3/4	84	84 1/2	83 1/4	84 1/4	84 3/4	84 3/4	84 3/4	84 3/4	84 3/4	85	85 1/4
Kansas City ..	83 3/4	82 1/4	80 3/4	81 3/4	80 1/4	80 3/4	81	81 1/4	81	81 1/4	81	81 1/4	81
Milwaukee	89 3/4	88 3/4	86 1/2	87	86	86 3/4	86 3/4	87 1/4	86 3/4	87 1/4	87 1/4	87 1/4	87 1/4
Toledo	90	89 3/4	88 1/2	88 3/4	87 3/4	88 3/4	88 3/4	88 3/4	88 3/4	89 1/4	88	89	89 3/4
New York	96 1/2	95 3/4	94 3/4	95	94	94 3/4	94 3/4	94 3/4	94 3/4	95 1/4	95	95	95
Baltimore	93	92	90 3/4	90 3/4	89 3/4	90 3/4	90 3/4	90 3/4	91 1/4	91 1/4	91 1/4	91 1/4	91
*Winnipeg	93 3/4	92 3/4	91 1/4	91 1/4	90 3/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4	91
*Liverpool	106	106	105 1/4	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	105 1/4	105 1/2	105 1/2	105
*Budapest	126	127 1/2	127 1/2	127 1/2	126	125 1/2	125 1/2	125 1/2	125 1/2	126 1/2	127 1/2	127 1/2	128 1/2
SEPTEMBER CORN.													
	July 10.	July 11.	July 12.	July 13.	July 14.	July 15.	July 16.	July 17.	July 18.	July 19.	July 20.	July 21.	July 22.
Chicago	61 1/4	60 1/4	59 3/4	61 1/4	60 3/4	61 1/4	61 1/4	61 1/4	62	63 1/4	62 3/4	62 1/4	62 3/4
Kansas City ..	61 1/4	59 3/4	59 3/4	60 3/4	61 1/4	61 1/4	61 1/4	62 1/4	62 1/4	63 3/4	62 3/4	62 3/4	62 3/4
St. Louis	61 1/4	60 1/4	59 3/4	61 1/4	60 3/4	61 1/4	61 1/4	62 1/4	62 1/4	63 3/4	62 3/4	62 3/4	62 3/4
*Baltimore	66	65	64 1/4	65 1/4	65	65 1/4	66	66 1/4	66 1/4	67	66 1/4	66	68
*Liverpool	67 1/2	67 1/2	67	66 3/4	66 3/4	66 3/4	66 3/4	66 3/4	66 3/4	66 3/4	66 3/4	66 3/4	66 3/4
*October delivery.													
*July delivery.													

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Bristol, Colo., July 11.—Oats promise good yield. Wheat average yield or a trifle better.—Cherokee Com'n Co.

IDAHO.

Sweetwater, Ida., July 16.—Crops are better and larger than in 1912 by 25%. This station handled in 1912 184,325 bus. of wheat, 536 bus. of oats and 142,252 bus. of barley, of which we handled 200,000 bus.—Peter Muench, agt. Alexander Co.

Filer, Ida., July 9.—Just now we are having hot weather, but this great irrigated valley knows no crop failures and the outlook is for bumper yields of small grain. Southern Idaho is blessed with an abundance of water and sunshine.—O. J. Childs, mgr. Farmers Grain & Mfg. Co.

Lapwai, Ida., July 16.—Receipts at this station in 1912 amounted to 101,657 bus. of wheat, 16,954 of oats and 205,959 bus. of barley, but the receipts for 1913 will not come up to that. A hail storm on July 6 damaged grain from 25 to 60%, but will be a good yield left. Harvest is starting and threshing has commenced.—Peter Muench, agt. Alexander Co.

ILLINOIS.

Arlington, Ill., July 13.—Corn looks good; oats will be light.—Bader Bros.

Clayton, Ill., July 10.—New wheat moving freely; quality good.—Lewis Burgessier Co.

Sheldon, Ill., July 23.—Corn prospects best ever had; oats will average 30 bus.—Fred Eastburn.

Kempton, Ill., July 12.—Corn looking good; pretty badly damaged by recent storms. Oats less than half a crop.—X.

Belleville, Ill., July 22.—Threshing will be finished July 26; wheat yield 20 to 37; excellent quality; farmers selling freely.—L.

Mahomet, Ill., July 20.—Buying some wheat; not many selling oats; oats poor. Threshing will start next week.—Mahomet Grain Co.

Harvel, Ill., July 10.—Business prospects poor. Chinch bugs eating our corn. Oats practically no good.—S. C. Reineke, mgr. Farmers Grain Co.

Paris, Ill., July 14.—Oats will make 20 bus. Corn prospects fine. Wheat making 25 bus.; quality fine.—Phillip Best, mgr. F. L. Kidder & Co.

Shelbyville, Ill., July 14.—Wheat averaging 20 bus.; testing 58 to 61 lbs. Oats poor. Corn uneven stand and three weeks late.—Root & Westervelt.

Hutsonville, Ill., July 19.—Threshing almost done; yield and quality good. Oats will not make much; too dry. Corn needs rain badly.—C. A. Trueblood.

Dawson Park, Ill., July 9.—Corn in fine condition; really above an average. Oats will make from 20 to 40 bus.; may be light quality on account of hot weather.—J. A. Mouch.

Morrison, Ill., July 21.—Prospects for good corn crop; threshing just started. Wheat fair; barley yield 20 to 35 bus.; oats fair.—C. A. Renkes, Renkes Bros.

Illipolis, Ill., July 16.—Had splendid rain yesterday; is very hot and forcing today. We are now assured a fine corn crop.—Lee G. Metcalf, pres. Illinois Grain Dealers Ass'n.

Charleston, Ill., July 14.—About two-thirds of corn will make normal crop; the other one-third will not make one-half crop. About 12 1/2% of old corn left in farmers' hands.—Wyeth & Hardin.

Gays, Ill., July 10.—Oats rather light; quality fairly good. Corn prospects are for 75% of average crop. Not much wheat; threshing now in progress; quality good; 15 to 20 bus. yield.—Treat & Co., C. R. Widick, mgr.

East Lynn, Ill., July 25.—Corn crop looking fine; early corn putting out shoots, later corn starting to tassle. Oats cutting 3/4 done; straw short; heads light; estimated yield 20 to 25 bus.—G. H. Rickitts, agt. Wm. N. Ferguson.

Raymond, Ill., July 10.—Wheat making 15 to 25 bus.; some hurt by bugs; testing 53 to 55 lbs. Corn stand uneven. Oats practically no good. One field thrashed today made 6 bus.—F. A. Todd, mgr. Farmers Grain, Hay & Supply Co.

Palmer, Ill., July 10.—Wheat good, making average of 25 bus. Corn only fair; suffering from chinch bugs. Old chinch bugs now flying away; we fear the bugs soon to be hatched. Oats no good, making 5 to 6 bus.—Wm. Clark, mgr. Farmers Grain Co.

Urbana, Ill., July 17.—Herman Smith, near Owaneco, threshed out 999 bus. and 30 lbs. of wheat from 20 acres; is a splendid crop of wheat in southern Illinois. Early oats threshing in the dry zone, Danville to Springfield, is panning out from 7 to 14 bus., light grain. Corn doing all right.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Manito, Ill., July 17.—High temperature and hot winds playing havoc with corn crop; all vegetation drying up; no rain for 4 weeks; unless we get some soon corn will not make 1/2 a crop. Threshing in full blast; wheat making from 10 to 35 bus.; fine quality; one lot received on the 16th, tested 63 1/2 lbs. Oats being cut; poor and light.—A. R. Harbaugh, mgr. Smith-Hippen Co.

INDIANA.

Milford, Ind., July 21.—Our wheat crop is good.—J. D. Baumgartner.

Lebanon, Ind., July 17.—Corn prospects never better. Oats 1/2 crop.—N. W. Mattix & Co.

Greencastle, Ind., July 15.—Wheat averaging 20 bus.; oats no good; corn fine.—Harris Mfg. Co.

Cicero, Ind., July 18.—Oats yield about 20 bus. Corn prospect never was better.—Robert Porter.

Thorntown, Ind., July 17.—Wheat good. Oats 1/2 crop. Corn as fine as ever saw.—Stall & McCorkle.

Eaton, Ind., July 22.—Oats making 35 bus. Wheat 25 to 30 bus; corn extra fine.—Haller & Walker.

Plainfield, Ind., July 15.—Wheat averaging 20 bus. Corn good. Oats no good.—Anderson & Brown.

Cicero, Ind., July 18.—Wheat acreage below normal; yield 25 bus. Corn never better.—E. E. Cornthwaite.

Hobbs, Ind., July 19.—Oats averaging 35 bushels. Corn unusually good and wheat fine.—John R. House & Son.

Anderson, Ind., July 19.—Wheat acreage unusually small; quality fine and yield about 25 bus.—C. W. Vernon.

Brazil, Ind., July 15.—Wheat testing 58 to 61 lbs. per bu., and averaging 15 bus. per acre.—W. C. Hall Mfg. Co.

Fortville, Ind., July 19.—Corn extra fine. Wheat good; quality fine. Oats averaging about 30 bus.—J. A. McComas.

Monroeville, Ind., July 23.—Oats will average about 30 bus. per acre, wheat 25 bus. per acre.—Clem & Shafer.

Bluffton, Ind., July 22.—Corn fine. Oats 1/2 crop. Wheat making 20 bus.; rye making 20 to 25 bus.—Frank Stafford.

Clayton, Ind., July 15.—Corn crop fine, but will ship none, as all corn is fed here. Oats unusually poor.—L. P. Mape.

Tipton, Ind., July 18.—Wheat fine. Oats making about 30 bus. Corn extra good; acreage big.—D. R. Smith Mfg. Co.

Greencastle, Ind., July 15.—Oats too short to mow. Will have biggest crop of corn ever raised here.—W. T. Besser.

Amo, Ind., July 15.—Oats no good. Corn prospects fine. Wheat averaging 20 bus.—E. M. Strauss, mgr. Amo Mill & Elvtr. Co.

Coatesville, Ind., July 15.—One of the finest prospects for good corn crop we ever saw; oats no good.—Davis & Johnson.

Hobbs, Ind., July 19.—Oats making 60% of a crop. Corn fine. About 15% of old corn left in farmers hands.—Hobbs Grain Co.

Carmel, Ind., July 18.—Corn never better. Oats hardly make $\frac{1}{2}$ crop. Wheat fine quality and good yield.—R. J. Follett & Co.

Montpelier, Ind., July 22.—Practically no wheat raised. Rye making 15 bus. Corn fine and oats making $\frac{1}{2}$ crop.—Arnold & Nelson.

Oaklandon, Ind., July 19.—Oats making half crop. Wheat averaging 15 to 20 bus.; acreage small. Corn unusually fine.—Lef-forge Bros.

Arcadia, Ind., July 18.—Wheat acreage small; yield 15 bus. Corn good. Oats $\frac{1}{2}$ crop.—J. G. Winders, mgr. Hollen-Winders Grain Co.

Rochester, Ind., July 19.—Most of the wheat shocks in the fields were blown down by the wind in the storm of the 17th.—W. J. Leiter.

Elwood, Ind., July 19.—Oats averaging 30 bus. Wheat good, but acreage small. About 5% of old corn left in farmers hands.—Harting & Co.

Whitestown, Ind., July 17.—Oats total failure. Wheat fair, but acreage small. Corn condition 100%.—C. N. Clark, mgr. Jenkins & Cohee.

Jamestown, Ind., July 15.—Acreage of wheat small; averaging 25 bus. Oats $\frac{1}{2}$ crop. Corn splendid.—C. L. Stafford, mgr. Stafford Grain Co.

Keystone, Ind., July 22.—Wheat acreage normal; crop good; making 25 bus. Oats $\frac{3}{4}$ of a crop; rye making 15 to 18 bus.—D. M. Light & Bro.

Tipton, Ind., July 19.—The yield for Madison Co. will be about 75% of a crop on oats. Corn extra good and wheat fine.—Urmston Grain Co.

Morocco, Ind., July 10.—Had fine rain on the 8th; condition of corn 100%. Oats will be about 80% of a crop.—B. L. Archibald, mgr. M. Duffy.

Noblesville, Ind., July 18.—Oats making $\frac{1}{2}$ crop. Corn fine. Wheat will average about 15 bus. per acre.—C. S. Jenkins, mgr. Noblesville Milling Co.

Monroeville, Ind., July 23.—Oats making $\frac{1}{2}$ crop. Corn looks fine; about 20% old corn left in farmers hands.—George Knecht, mgr. Niezer & Co.

New Ross, Ind., July 16.—Only small acreage of wheat raised, but all good. Oats $\frac{1}{2}$ crop. Corn extra fine and good stand.—N. A. Wall, mgr. New Ross Grain Co.

Lizton, Ind., July 16.—Only raised 20,000 bus. wheat here, because of small acreage, but yield good. Oats $\frac{1}{4}$ crop. Corn fine as ever saw.—C. F. Wall, mgr. Wall Bros. Grain Co.

Pittsboro, Ind., July 16.—Acreage of wheat small; average yield 18 bus. Oats barely $\frac{1}{4}$ crop. Corn fine. About 10% old corn left in farmers hands.—H. J. Woody, mgr. Alf. Fowler.

Brownsville, Ind., July 16.—Corn fine; good stand. Some oats too short to mow; others may make $\frac{1}{2}$ crop. Wheat good; acreage small; will average 25 bus.—Lingen-man, Adams & Co.

Zionsville, Ind., July 17.—Wheat yielding 20 bus. Oats no good; some were mowed for hay, but not gathered, as there was practically nothing to gather.—C. W. Cook, mgr. Zionsville Mfg. Co.

Linnsburg, Ind., July 16.—Oats crop practically no good; do not expect to ship over 4 or 5 cars. Wheat acreage small; quality and yield fine. Corn acreage big and prospects extra fine.—Meyers Bros.

Elberfeld, Ind., July 10.—New wheat fine grade; yield only 7 to 20 bus.; not over $\frac{2}{3}$ of a crop. Oats a complete failure; all dried up. Corn needing rain badly; looks promising yet.—F. W. Kampe.

Farmland, Ind., July 10.—Oats crop light; yield will be almost cut in two; wheat acreage small; quality good. Corn looking fine; indications for a bumper crop; none replanted; fine stand.—Leo. Barker, mgr. Goodrich Bros. Hay & Grain Co.

Ging sta., R. R. 11, Rushville p. o., Ind., July 22.—Wheat threshing now in progress; yield 20 to 25 bus.; small acreage; good quality; some smut; farmers storing all they can. Oats a failure; acreage 25% of last year; all weedy and very short. Quite a little rye; received one car; tested mostly 54 lbs.—G. C. Alexander.

Valparaiso, Ind., July 19.—Lightest hay crop in years; oats suffered much damage from extreme heat in last two weeks; will be half a crop; some not high enough to cut with binder; thin on ground. Wheat good quality but not heavy; about $\frac{2}{3}$ of a crop; will be no rush of grain to market as farmers think they can get more later on.—J. G. Bauer, mgr. Nickel Grain Co.

Terre Haute, Ind., July 14.—In practically all of the territory south of Decatur, Ill., clear across the state to here corn thin and uneven stand; some tasseling, some knee high and some just above the ground, with countless bare spots in between, giving evidence of no growth at all. Some say that the real small corn will make roasting ears by frost time; others that it will be smothered out by the large corn around it and still others think that owing to the uneven growth pollenization will not take place. Oats in the same territory will do well to average 15 bus.; numerous threshing reports tell tales of 6 bus. yields. Wheat is all good, making from 15 to 60 bus. A 2-acre tract near Charleston, Ill., yielded a total of 120 bus.—S.

IOWA.

Gilbertville, Ia., July 10.—Crops look good; need rain soon. Oats short.—Gilbertville Grain & Lbr. Co.

Gowrie, Ia., July 10.—Corn 10 days late; oats short; about 60% of last year's crop; dry, need rain badly.—P. J. Harvey.

Gray, Ia., July 22.—Crops looking good; rain needed; nothing suffering.—D. J. Sweeney, agt. Trans-Mississippi Grain Co.

Calamus, Ia., July 22.—Oats crop somewhat lighter in yield than last year; earlier varieties contain considerable smut. Corn good; needs rain.—Carl Morgan, sec'y Farmers Elvtr. Co.

Des Moines, Ia., July 20.—First four days of week excessively hot; the daily maximum temperatures from 100° to 104°; late crops beginning to feel effect of dry, hot weather. Late oats already damaged to some extent by the intense heat and lack of moisture. In some localities corn on light sandy soil is beginning to curl during the day, but corn on good soil and in well cultivated fields is holding up remarkably well and making rapid growth. All of the early planted corn in tassel and earing nicely. Nearly all of the winter wheat and rye cut; much of the early oats, barley and spring wheat and some late oats in shock. Threshing is progressing in southern counties, and early reports indicate more than an average crop of winter wheat of extra good quality. Some fields yield from 40 to 50 bus. per acre; average will be 30 bus. Rain needed for all growing crops.—Geo. M. Chappel, director Iowa Weather Bureau.

KANSAS.

Sylvan Grove, Kan., July 8.—Wheat making 10 bus.; good quality; needing rain badly.—Latto & Robinson.

Ada, Kan., July 10.—Threshing just commenced; fine quality. Plenty of moisture; corn in good condition.—R. A. C.

Chanute, Kan., July 10.—Wheat crop good; small acreage. Oats and flax fair. Corn in good shape.—Wickard Grain Co.

Calista, Kan., July 14.—Wheat light here; making from 8 to 10 bus.; needing rain badly for corn.—Carl N. Congleton, agt. Calista Grain & Coal Co.

Ackerland, Kan., July 11.—Wheat acreage 120%; yield 90%; none plowed up. Oats acreage 125%; yield 50%; damaged by chinch bugs; none threshed to date.—S. H. Hill, agt. Ragan Bros.

Canton, Kan., July 10.—Wheat threshing commenced July 1; yield disappointing. Oats a complete failure. Corn suffering badly on account of extreme heat, 105° on the 8th.—Frank A. Kile.

Gerlane, Kan., July 14.—Wheat threshing out 5 to 20 bus.; fair quality. Corn in bad shape on account of drouth and chinch bugs going out of wheat; unless we have copious rains soon it will all be gone.—M. J. Lane, prop. Gerlane Elvtr.

Beloit, Kan., July 21.—Have just finished harvesting one of the largest wheat crops ever grown in northern Kansas; are now experiencing one of the severest drouths we have ever had. Corn is really past help.—Beloit Seed Store.

Leavenworth, Kan., July 16.—Wheat yielding about 25 bus.; good quality; testing from 60 to 62½ lbs.; large acreage; all cut and being threshed. Corn crop good; needs rain; suffered a little the past few days from dry weather; good stand and clean; usual acreage. Oats acreage small; poor yield; quality fair; about 10% of the old wheat back in farmers

hands.—G. W. Legler of The Wilson-Legler Grain Co.

Penalosa, Kan., July 21.—No rain since June 21 and corn has gone the route of the wicked. Wheat threshing well along; farmers keep all the elvtrs. snowed under with wheat; rush is letting up some; yield 14 bus.; testing 57 to 63 lbs.; better than expected.—R. W. Cleveland, agt. Pacific Elvtr. Co.

Atchison, Kan., July 16.—W. S. Nasher, after a trip of 900 miles on the Central branch of the Mo. Pac. Ry., reports the largest wheat crop in years; quality fine; testing 61 to 64 lbs. Corn was looking good, but hot winds the past few days have no doubt damaged the crop materially.—L. A. K.

Kiro sta., Silver Lake p. o., Kan., July 21.—Wheat practically all threshed; about 50,000 bus.; practically all sent to market; yield 25 bus. Wheat injured by the Hessian fly produced better yield than expected. Corn materially affected by dry weather; especially early crop cut short.—A. Boyce Forbes, mgr. Kiro Merc. Co.

KENTUCKY.

Vanarsdell, Ky., July 17.—Threshing progressing; weather dry; wheat yield from 13 to 30 bus.; quality good. Oats acreage increased a little; all oats fed. Corn looks well; needs rain.—J. F. Ryner-son.

Versailles, Ky., July 10.—Wheat acreage 10% less than last year; 50% of the 10-year average; none plowed up; threshing half done; 60 to 70% already sold to dealers; none will be in hands of farmers in 30 days.—Woodridge Bros.

MARYLAND.

Elkton, Md., July 17.—Wheat does not look over an average crop; threshing begun; yield 12 bus. Corn looks good; growing all right.—Wm. Sterling Evans.

MICHIGAN.

Hart, Mich., July 22.—Grain good quality; crops normal; harvesting in full swing.—E. R. Hubbard.

Grass Lake, Mich., July 23.—Just commencing to thresh rye; fair. Wheat about $\frac{1}{2}$ crop; beans look good; corn fine, needs more rain.—C. E. Wolfinger, mgr. Grass Lake Elvtr. Co.

MINNESOTA.

Hutchinson, Minn., July 19.—Crops of all kinds looking splendid.—C. D. Hall, agt. Empire Elvtr. Co.

Ellsworth, Minn., July 23.—Barley crop 25% less than last year; oats the same. Corn promises a good crop.—E. A. Brown.

Lamberton, Minn., July 10.—Crops looking good; will harvest rye in a few days.—Thos. Masterson, mgr. Farmers Elvtr. Co.

Anoka, Minn., July 17.—Heavy rains all this month and we fear that we will have too much, the crops all look good at present.—F. A. Barr & Son.

Mabel, Minn., July 22.—Corn looks exceptionally fine; barley thin on the ground; may be light in weight. Oats better than average.—Johnson & Tollefson.

Madison Lake, Minn., July 22.—Looking for a bumper crop; threshing will commence here this week on rye, barley and winter wheat.—J. Puetz, agt. Barth Co.

Wheat reported fair, barley and oats poor between Hancock and Morris, Minn. Brown's Valley crops poor. At Frankfort, S. D., and vicinity wheat yield will not be over 2 or 3 bus.—G. E. Gee Grain Co., Minneapolis, Minn., July 19.

Marietta, Minn., July 22.—Grain expected to be of good quality; yield will probably be a little below average, especially oats and velvet chaff wheat. Corn doing fine; large crop expected. Harvest will commence in earnest in a few days more. Some rye and barley being cut now.—Marietta Farmers Elvtr. Co., F. L. Stone, pres.

A recent hailstorm swept a path 10 miles wide from Alpha to Ione Lake, along the Milwaukee Road so clean that no grain will be shipped from that territory. Across Minnesota crops are better than a fair average. In the vicinity of Pipestone along the Omaha Road, corn is of the best and farmers are cutting rye and oats.—W. E. Mereness, in report July 16 to G. E. Gee Grain Co., Minneapolis.

Lake Park, Minn., July 10.—Crops are light here; too dry. Wheat short straw and short heads; will be a puzzle to get it with a binder; will not be at the best over $\frac{2}{3}$ of last year's crop. This talk of bumper crops in the northwest is the craziest kind of talk and under ordinary conditions wud put a man behind the bars of a lunatic asylum and it shud, too many

of that class are at large.—A. L. Doeg, mgr. Farmers Elevtr. Co.

Minneapolis, Minn., July 17.—Past week all that could be desired for the growing crops; rainfall general and copious over the three states; temperatures reasonably cool and partly cloudy, with windy weather, which has greatly benefited the late-sown grain. In North Dakota the straw is short, but heads are filling well and the yields may be larger than present conditions indicate. Rye cutting begun in Northeastern North Dakota. South Dakota is greatly improved. In the southern part of the damaged area wheat that was still green has been helped to a great extent, but most of it was too far gone to be revived. Corn in splendid shape, moisture came just in time. Rye cutting will start this week. Minnesota crop conditions almost perfect so far this season; past week ideal for filling. Cutting of early oats will start last of week in Southwestern Minnesota. Corn crop excellent. Considering weather conditions the past week, we look for an average crop of wheat.—The Van Dusen Harrington Co.

MISSOURI.

Craig, Mo., July 9.—Wheat normal acreage; none plowed up. Oats light; scarcely any. Wheat never better in yield or quality. Corn looks O. K.; needing rain.—Brownfield & Teare.

St. Joseph, Mo., July 17.—Corn reported to be damaged some, but with rain soon will get a fair crop. Wheat crop excellent and yield better than expected. Oats yield fair.—T. P. Gordon.

Dean Lake sta., Snyder p. o., Mo., July 15.—Wheat acreage $\frac{1}{4}$ more than last year; none plowed up; fine quality; good yield. Usual amount of oats; little grain in farmers hands.—Rankin Whitham Grain Co.

Corning, Mo., July 11.—Winter wheat acreage doubled; big crop and in fine condition for threshing; yield increased 10 bus. per acre. Oats acreage normal. Threshing just commenced; nearly all the crop in farmers hands.—F. W. Walter.

NEBRASKA.

Franklin, Neb., July 20.—Corn needs rain badly; wheat yield 20 bus.; good quality, testing 60 to 62 lbs.—H. C. Rice.

Benedict, Neb., July 22.—Threshing in full blast; wheat 22 to 49 bus.; good quality; testing 62 lbs. Corn looking good; oats crop fair.—U. G. Ensey.

Tecumseh, Neb., July 20.—We are getting lots of nice new wheat; good milling quality; prices unsatisfactory to farmers.—J. W. Mackie, prop. Tecumseh Mfg. Co.

Arcadia, Neb., July 8.—Corn prospects as good as we have had in the last 10 or 12 years. Wheat yield 17 bus.; oats promise a heavy crop; plenty of moisture.—Roy R. Clark, mgr. Wilsey Grain Co.

Sweetwater, Neb., July 10.—Had good rain; harvest in full blast; threshing now on; wheat fully 50% short of last year. Corn doing fine now; has almost made up for lost time.—Highland Bros.

Wayne, Neb., July 19.—Some winter wheat being marketed; yield 30 bus. Early oats rather short; some cut. Spring wheat will be light. Not much barley raised here. Corn looks good; needs rain.—M. Kroger.

Sweetwater, Neb., July 19.—Harvest all done; threshing well under way and all grain to be threshed from shock finished. Wheat averaging 18 to 22 bus.; good quality; oats 30 bus.; little rye. Corn looking fine.—Highland Bros.

Gresham, Neb., July 16.—Largest yield of wheat country has ever had being threshed now; few fields making less than 35 bus., some as high as 45; testing 60 to 64 lbs. Corn needing rain badly.—H. L. Aden, mgr. Gresham Grain Co.

Nebraska City, Neb., July 18.—Wheat crop fine; yielding 32 to 35 bus.; testing from 60 to 64 lbs. Corn in fair condition, but needs rain. Considerable wheat moving at present; about 10% of old corn still in farmers hands.—E. A. Duff, pres. Duff Grain Co.

Kansas City, Mo., July 20.—Total winter wheat acreage sown in Nebraska 3,110,000 acres; 64,906 acres abandoned; leaving 3,045,094 acres to harvest; total yield 61,518,359 bus. or an average yield of 20.2 bus. Spring wheat acreage 306,500 acres; will yield from 4,000,000 to 4,500,000 bus., making total wheat crop for state about 65,500,000 bus.—Allen Logan, pres. Logan Bros. Grain Co.

Moorefield, Neb., July 17.—Threshing just commenced; all wheat hard winter; good quality; yields running low, around 7 or 8 bus. Corn looks real green; needs

rain badly. Corn is naturally smaller and later than in eastern Nebr. and the corn growing states of the big valleys, because our altitude is over 2,800 ft., thus making spring arrive later than low altitudes.—James Pearson, agt. Shannon Grain Co.

NEW HAMPSHIRE.

Concord, N. H., July 19.—Will have only an average crop. Corn looking good; somewhat slow. Small crop of oats; grasshoppers becoming a serious pest.—Cressy & Co.

NEW YORK.

Arcade, N. Y., July 23.—Oats not improving much; indications are for light crop. Corn rather backward; needing rain and warm weather.—O. T. Wilson, sec'y-treas. Wilson Land & Grain Co.

NORTH DAKOTA.

Williston, N. D., July 11.—We now look for a fair crop.—H. V. Smith.

Ashley, N. D., July 19.—Crops run about 75% of normal.—Ashley Elevtr. Co.

Woods, N. D., July 10.—Crops two-thirds as large as 1912; weather favorable.—C. V. Nichols, agt. Monarch Elevtr. Co.

Woodhull, N. D., July 11.—Have had 6 or 7 ins. of rain in last two weeks and grain in low places smothered, probably 2%. Small grain prospects improved 50%. Corn acreage not very large; plant backward on account excessive moisture. Farmers are in good spirits and looking for good harvest.—Jas. Gallagher, agt. National Elevtr. Co.

OHIO.

Marietta, O., July 19.—Many fields of corn were practically ruined by hail July 18.—X.

Ney, O., July 22.—Oats crop slim; wheat good quality; acreage small; corn coming to the front since the rain.—Ed Myers.

Sterling, O., July 10.—Crop prospects fair; wheat $\frac{2}{3}$ of a crop; oats will not be $\frac{1}{2}$ a crop. Corn doing nicely.—Sterling Elevtr. Co.

Somerset, O., July 10.—Wheat all harvested; will begin threshing next week if rain lets up; prospects for a good yield; quality splendid.—Bowman, Brehm & Bailey.

Sprengs sta., Jeromeville p. o., O., July 11.—Wheat all harvested; best crop in four years; yield 15 to 30 bus. Corn coming good; beginning to tassel. Oats much better than expected; yield 30 to 50 bus.—R. L. Baird.

Urbana, O., July 22.—Wheat threshing in full blast; yield 25 to 40 bus.; average running 30 bus.; quality excellent. Oats cutting just commenced; will make $\frac{1}{2}$ of a crop. Corn doing fine; excellent weather; sufficient moisture.—W. A. Woodward.

OKLAHOMA.

Enid, Okla., July 18.—We had a little fire in a wheat bin recently, but the elevtr. was not damaged. The damage to the wheat amounted to \$200, but was covered by insurance.—W. B. Johnson.

Knowles, Okla., July 20.—Nice rain last night; majority of crops in fair condition. Wheat threshing under way; 10 bus. highest yield report as yet. Kafir, maize and broom corn crops in fair condition; indian corn gone by the way of dry weather.—L. M. Cooley.

OREGON.

Oregon City, Ore., July 8.—Grain crop will be little better than average; all will be used for feed.—R. C. Ganong, agt. Portland Flouring Mills Co.

SOUTH DAKOTA.

Randolph, S. D., July 12.—Crops poor in this immediate vicinity.—L. R. Wilber, Farmers Union Grain Co.

Carthage, S. D., July 22.—Crops excellent except barley.—G. H. Barber, formerly agt. for Farmers Elevtr. Co.

Seneca, S. D., July 22.—Crops poor; will not produce more than the seed of small grain; corn fair.—J. S. Smith, mgr. Farmers Elevtr. Co.

Selby, S. D., July 19.—Crops light; winter rye cut; good. Barley about ready to cut. Corn growing nicely.—John Nusz, gen. mgr. Nusz Bros.

Sherman, S. D., July 19.—Wheat crop fair; yield 12 bus.; barley fair; yield 20 bus. Oats fair (uneven); yield 20 to 50 bus.; corn good.—P. Vanderberg, mgr. Farmers Elevtr. Co.

Baltic, S. D., July 22.—Prospects for a good crop. Corn especially looks fine; rye, barley and early oats already cut; threshing will commence in about 2 weeks.—E. J. Oyan, mgr. Farmers Elevtr. Co.

Spencer, S. D., July 21.—Small grain not quite as good as last year. Corn much better; looks as if we wud have biggest corn crop I have ever seen here.—J. G. Clefisch, mgr. Farmers Elevtr. Co.

Rockham, S. D., July 21.—Corn prospects extra good; wheat, oats and barley not half a crop. We handled 60,000 bus. last year; 20,000 is the most we expect this season.—A. B. Linn, agt. Farmers Elevtr. Co.

TEXAS.

Lavon, Tex., July 9.—Corn crop assured.—R. L. Brown.

Lockhart, Tex., July 10.—Have good oat crop; corn will be above average.—E. M. Storey.

Coleman, Tex., July 19.—Grain crops short; now very dry; cotton and feed crops being damaged daily by lack of moisture.—Coleman Grain & Merc. Co.

VIRGINIA.

Lynchburg, Va., July 19.—Good wheat and oat crop; not much grain grown here, but this year it is above the average.—Bailey, Pleasants Co.

WISCONSIN.

Milwaukee, Wis., July 15.—Wallace M. Bell, observing the crops from an automobile, reports that crops from Minneapolis to Milwaukee are in a promising condition; will be an abundance of small grain and corn. Most of rye cut; some barley and oats. Will be better than an average crop.

WORLD'S GRAIN CROPS.

The world's production of grain this season is estimated as of July 19 by the International Institute of Agriculture, Rome, Italy, as follows:

Wheat. Bulgaria 64,301,000 bus., Spain 110,100,000, England and Wales 55,080,000 and Italy 198,417,000 bus. Combined total of Belgium, Bulgaria, Denmark, Spain, Italy, Luxembourg, Switzerland, United States, India, Japan, Great Britain, European Russia (winter wheat), and Hungary excluding Croatia and Slavonia, 1,962,000,000 bus., or 100.2% of last year's production.

Rye. Belgium 21,964,000 bus. and Spain 26,024,000 bus. Combined total production of Belgium, Bulgaria, Denmark, Spain, Italy, Luxembourg, Switzerland, Russia (winter rye), and Hungary, excluding Croatia and Slavonia, 1,052,000,000 bus., or 92.4% of last year's production.

Barley. Spain 63,742,000 bus., England and Wales 46,450,000, and Hungary excluding Croatia and Slavonia 75,609,000 bus. Combined total production of Belgium, Bulgaria, Denmark, Spain, Italy, Luxembourg, Switzerland, United States, Japan, Great Britain, and Hungary excluding Croatia and Slavonia, 539,000,000 bus., or 92% of last year's production.

Oats. Belgium 46,795,000 bus., Spain 26,838,000, England and Wales 91,777,000, Hungary excluding Croatia and Slavonia 97,678,000, and Italy 35,826,000 bus. Combined total of Belgium, Bulgaria, Denmark, Spain, Italy, Luxembourg, Switzerland, United States, Japan, Great Britain, and Hungary excluding Croatia and Slavonia, 1,410,000,000 bus., or 80.8% of last year's production.

BUCKET-SHOPS are reported to be doing a flourishing business over the whole country, and in many small towns there are agents for bucket-shop concerns. The proprietors seem little disturbed by the knowledge that they are violating the laws, and some of them send their reports and accounts by express, making no use of the post office facilities, so that they cannot be prosecuted for violating the postal laws.

CO-OPERATIVE enterprises will become the objects of special solicitude on the part of the newly formed Office of Markets of the U. S. Department of Agriculture. Specialists will be employed to study existing co-operative enterprises and will assist in forming new ones. An expert in co-operative accounting will aid co-operative companies in keeping their books properly; other specialists trained in transportation matters will devote their time in aiding such enterprises in the speedy and economical movement of their produce to markets.

ATTORNEYS' OPINIONS ON
SURRENDER OF ORDER

B/L.

The decision of the Supreme Court of Michigan in the case of the Nelson Grain Co. against the Ann Arbor Railroad Co., published in full in the Grain Dealers Journal, Apr. 25, page 589, and showing that a shipper who names the buyer as consignee is not protected by the clause in the B/L requiring the surrender of the B/L before delivery of the property, has been taken up with their attorneys by the shippers in several markets where this hazardous method of filling out Bs/L has been followed.

At Minneapolis the Grain and Milling Com'te of the Chamber of Commerce submitted the decision to the attorney of the Ass'n, Mr. Frank J. Morley, and his opinion is given in the following, together with a criticism on his suggestions by Frank M. Reed, counsel for the Millers National Federation:

Notice That Party Named Is Nominal Shipper Only.

Opinion by Frank J. Morley: "I am in receipt of excerpt from the Grain Dealers' Journal of April 25, 1913, entitled 'Shippers not protected by clause requiring surrender of Order Bill of Lading.' This article quotes the decision of the Supreme Court of Michigan in the case of Nelson Grain Co. v. Ann Arbor Railway Co., 140 N. W. 486. In the case cited, the owner of the goods in question, the Nelson Grain Co., sold them to Botsford & Barrett, commission merchants at Detroit, Mich., to be shipped to Paris, Ky. 'Notify Power Gro. Co. there'."

The Nelson Grain Co. thereupon drew on Botsford & Barrett, attaching the B/L to the draft, but the draft was not paid. Botsford & Barrett meanwhile forged a duplicate B/L which they indorsed in blank and attached to a draft which they drew upon the Power Grocery Co. at Paris, Ky. The latter paid the draft and thereby obtained possession of the forged B/L and upon presenting same to the delivering carrier, received the freight. The Nelson Grain Co. sued the carrier for conversion.

The Court held that on the face of the B/L, Botsford & Barrett were the owners of the freight and that the carrier having delivered the property to the Power Grocery Co. on their order was protected, although it had not required production of the original B/L in making delivery.

The case does not determine that a carrier can safely make delivery to the consignee, or its order, without the production of the order B/L, where the actual owner is named as shipper in the B/L, but seems to turn upon the proposition that the actual owner in that case, not having in any way disclosed to the carrier that it had any interest in the shipment, and having in fact held Botsford & Barrett out to the carrier as the owner thereof, was estopped to claim that it had any interest in the shipment.

A similar ruling was made by the Texas Court of Civil Appeals, in the case of St. Louis Southwestern Ry. of Texas vs. Gilbreath, 144 S. W. 1051 (decided in 1912).

A contrary conclusion was reached in the case of Canandaigua National Bank v. Southern Ry Co., 64 Misc. 327, 118 N. Y. Supp., 668.

Of course if the decisions of the Michigan and Texas Courts are sound, it would be manifestly unsafe for grain dealers here to follow their present practice and name their customers as the shippers in the order Bs/L. If, however, they would indorse on the order B/L a further notation to the effect that the party named as shipper is the nominal shipper only, and not the actual owner of the goods, and that a draft with B/L attached would be forwarded, and that the goods must not be delivered without the production of the B/L, such indorsement would give to the carrier ample notice that other parties were interested in the shipment and the carrier certainly in that event would not be protected in making a delivery without the order B/L being produced. I would suggest that indorsement be made in the following form, by rubber stamp or otherwise:

"Party named as shipper is nominal

shipper only; B/L with draft attached will be forwarded and for protection of actual owner, shipment must not be delivered without production of B/L."

In *Sturges v. Detroit, Grand Haven & Milwaukee Ry.*, 166 Mich. 231, 131 N. W. 706, it was held that an indorsement on a straight B/L, "B-L attached to draft," was sufficient notice to the carrier not to deliver the shipment without surrender of the B/L. In the present case, in addition to the words above noted, it would be necessary for it also to appear that the party named as shipper was the nominal shipper only."

Carrier Not Bound to Notice That Shipper Is Nominal Shipper Only.

Opinion by Frank M. Reed: We have circular letter No. 459 of the Minneapolis Chamber of Commerce, in which is incorporated the opinion of Frank J. Morley concerning the practice which has grown up among certain grain dealers of shipping grain under a B/L in which the customer is held out as the consignor and in which the grain is consigned to the order of the customer, and containing a request to notify some third person.

Production of B/L Not Required: There is no absolute duty upon the carrier to require the production of the B/L under all circumstances. Under the trend of decisions it is sufficient if the carrier delivers to the actual owner of the goods, and this whether or not the B/L is produced and surrendered at the time of delivery. The decisions to this effect have been collected in a note to the case of *Nebraska Meal Mills vs. St. L., S. & N. Ry. Co.*, found in *American and English cases (New Series)*, page 596.

Consignee Presumed to Be Real Owner: While Bs/L customarily carry the provision that "the surrender of this original B/L properly indorsed shall be required before delivery of the property," yet if delivery is made to the real owner without the surrender of the B/L no one can be heard to object. The consignee is, in the absence of anything to the contrary showing, presumed to be the real owner, and this is especially so where the consignor and consignee appear, from the B/L, to be one and the same person.

B/L Shud Show the Facts: It seems to us that Bs/L should show the fact, and it is in conflict with the fact if the B/L shows that the customer is the shipper when in fact the customer is neither the shipper nor, in most cases, the owner of the goods until such time after shipment as he pays the draft attached to the B/L and becomes the owner of the goods thru the transfer of the B/L, and we doubt very much whether the carrier is bound to take notice of such a notation as is suggested to be stamped upon the face of the B/L, namely, "party named as shipper is nominal shipper only; B/L with draft attached will be forwarded, and, for protection of actual owner, shipment must not be delivered without production of B/L."

We have no hesitancy in recommending as the only safe way that, in all cases where the dealer seeks to retain title to the shipment until such time as the draft is paid, he consign to his own order with the further notation to "notify" such person as the circumstances may require. When this is done, no question as is presented in the circular can arise, and the miller or grain dealer is protected until such time as the B/L is legally transferred by way of indorsement or otherwise to the proper person.

THE TARIFF as reported out by the Senate Finance Com'te places wheat, wheat flour and semolina on the free list, with the following exception: "Provided. That wheat shall be subject to a duty of 10c per bu., that wheat flour shall be subject to a duty of 45c per barrel of 196 lbs. and semolina and other products of wheat 10% ad valorem when imported directly or indirectly from a country, dependency or other subdivision of government which imposes a duty on wheat or wheat flour or semolina or any other product of wheat imported from the United States." While there may be some changes in other sections of the tariff, the above paragraph will undoubtedly go thru without further change.

LEAKAGE AND ITS PREVENTION.

BY H. A. FOSS, WEIGHMASTER, CHICAGO BOARD OF TRADE.

Leakage of grain from cars can be prevented to a large extent by careful coöpering. With a view of reducing this source of loss to a minimum, I offer the following suggestions for inspecting and preparing cars for bulk grain loading.

(a) Do not prepare any car for grain until you have thoroly inspected it, INSIDE AND OUTSIDE, to determine the fitness of the car box, and what must be done to make it grain tight. The writer does not consider cars with door posts loose or broken out at the floor, or cars with floors loose from the sills, safe for carrying grain. And, too, cars with outside sheathings and side sills in such a state of disrepair that the sheathings are liable to tear loose from the sills when the cars are being switched about are not fit for grain. On the other hand, minor defects in cars can be quickly and effectively repaired by the free use of paper or burlap.

(b) Examine the beveled pieces which run along the sides and ends of cars underneath the lining boards, and if any are loose or missing, paper or burlap pads should be applied and secured in place with strips of wood.

(c) The floor boards of many cars are too short; in consequence, there are cracks or openings in such cars where the floors and body braces meet. These openings should be covered with burlap or paper pads held in place with pieces of wood.

(d) Also use paper freely along the floors at the ends of cars. This is a point of frequent leakage.

(e) Patch any broken car linings with paper and boards.

(f) Paper applied over cracks in the floor, and over other points of possible leakage, will go a long way towards keeping your grain from leaking out of cars.

(g) A paper or burlap pad placed over the face of the door post will insure a tight joint between grain doors and door post. These pads should overlap the floor.

(h) To prevent a weaker door or board from bulging more than a stronger door or board, apply an upright brace near the center of the doors, extending the brace from the floor; or double the doors near the bottom, especially when coöpering cars for heavy loads.

(i) It is of the utmost importance to draw the sheathings tight against the car sills, therefore use eight or ten-penny nails freely on any doubtful sheathing board. Cement coated nails are most effective for this purpose.

NOTE.—I have found it a good plan to tap the sheathings all around the car after the car has been loaded. Where such tapping shows leakage symptoms all along the sides, as it sometimes will when cars are old, a paper or burlap pad placed underneath along the sill, and secured in place with a strip of wood, will prevent possible loss of wheat at such points.

The percentage of leaking cars reported each year is almost doubled during wheat handling months. This plainly indicates the need of more care in preparing cars for the smaller grains. A car that is corn-tight often requires additional coöpering to make it suitable for wheat.

SCALE TROUBLES.

The principal cause for a grain dealers' scale failing to weigh correctly, according to the reports of scale inspectors of the Northwestern Retail Coal Dealers' Association, seems to be due to its getting out of level. In one instance the spouts were found to be resting hard on hopper, due to settlement of the elevator, with the result that the scale was two inches out of level. In another case the hopper bound at one corner of the frame. The extension lever of another scale was found out of level, making the scale weigh quick. Another scale weighed slow because out of level.

A prolific cause of trouble is dirt. The inspectors frequently find the bearings dirty, the levers so covered with dirt as to interfere with their operation, and one man found a rat's nest in the scale box.

Levers and rods sometimes bind because of settlement of the elevator or of the scale supports. This almost invariably results in the scale weighing incorrectly.

In order to insure accurate work, the scales should be kept free of dirt and well oiled, the spouting should be properly supported so as not to rest on the scale hopper, and the various parts kept in free working condition. Where the elevator manager notices any settlement on the part of his house, he should be particularly watchful to see that this does not result in his scale binding.

CHICAGO TRANSIT PRIVILEGES.

Under the mixing provisions of the Chicago transit rules, as given in Transit Grain Circular No. 17, Rule No. 11 specifies that different kinds of grain or different varieties of the same kind of grain, transit, non-transit, or both, may be mixed, and an equal amount may be forwarded against any one kind of grain entering into the mixture.

When inbound freight bills are surrendered for wheat, either wheat or screenings may be shipped out under the transit rate; for corn, corn or screenings may be shipped out; for oats, oats, screenings, or oats mixed with barley; for rye, rye and screenings, for barley, barley, screenings, or barley mixed with oats; and for buckwheat, buckwheat and screenings. The term "screenings" means grain screened from the original grain. Screenings from different kinds of grain may be mixed and the mixture forwarded against any one kind of grain entering into the mixture.

When a different kind of grain is cleaned out or separated from grain originally received at the transit point, such grain may be forwarded as an equivalent of the grain from which cleaned out or separated. In forwarding such shipment the shipper must certify on shipping directions that it was cleaned out or separated from the grain received and state kind of grain.

Different kinds of transit grain, when in sacks or separated by bulk heads, may be shipped in carloads, provided inbound carriers' representative freight bills are surrendered for the different kinds of grain comprising the outbound shipment.

When outbound shipments consist of a mixture of transit and non-transit grain in the same car (the identity of transit and non-transit having been preserved), the transit carload rate application on the transit portion and the local carload rate from the transit point on the non-transit portion, respectively, will apply. The en-

tire carload is to be subject to the highest carload minimum weight applying on any kind of grain in the car (actual weight if in excess thereof). Any deficiency of weight will be added to the non-transit portion.

Transit circular No. 17 is issued by Paul P. Rainer, agent, and becomes effective August 15.

SHERMAN SAUNDERS DEAD.

Sherman Saunders, a prominent Omaha grain man, died in that city on the morning of July 13. Mr. Saunders first became ill last February, but he kept actively engaged in business until the end of June, when he was taken to the hospital.

At the time of his death Mr. Saunders was president of the Saunders-Westrand Co., junior member of the firm of Sun-



Sherman Saunders, Omaha, Neb., Deceased.

derland & Saunders, a member of the United Grain Co., treasurer and director of the Omaha Grain Exchange, and president of the Commonwealth Life Insurance Co.

He was born Aug. 23, 1864, at St. Helena, Neb. In 1890 he moved to Bloomfield, Neb., and founded the Farmers & Merchants State Bank. For seventeen years he was engaged in the banking and real estate business at Bloomfield. He was also active in politics and served as a member of the State Senate.

In 1907 he sold his banking interests and organized the Saunders-Westrand Co., which bot and operated a line of elevators in Nebraska along the C., B. & Q. and C., St. P., M. & O. Railways. In 1908 he moved to Omaha, establishing the headquarters of the company in that city.

Mr. Saunders was noted for his ability as a business man and his sociability and generosity as a friend. He was prominent in several lodges and was well-known by Nebraska grain men generally.

Funeral services were held on July 15 and the body was taken to Aten, Neb., for interment.

CAR SHORTAGE IN ILLINOIS.

The Illinois Railroad and Warehouse Commission has just issued a report in connection with its investigation of car shortages on the Illinois Central Railroad. The report begins: " * * * The Commission fully realizing the great importance of the subject of grain transportation at this time, and coal transportation later, and the heavy demand for grain cars just now, determined to make a full investigation of the condition of several roads, and if possible ascertain what is really the cause of the shortage of cars and obtain information that will assist in remedying present conditions."

The Commission found that in the middle of May there was a sudden demand for grain cars, and that for three weeks the Illinois Central was unable to meet these demands in full. On May 30, 890 cars were ordered by shippers, and 163 cars supplied, a shortage of 727. On the following day, May 31, 1128 cars were ordered and only 221 supplied, a shortage of 907, or a total shortage for two days of 1634 cars. The Commission, however, comments that "it is well known that in times of serious shortage practically all elevator men ask cars in excess of their loading capacity, and some times in excess of their needs so far as grain in storage or in sight is concerned." It thereupon decides that this excess amounts to approximately 50%. Deducting this from the cars ordered, the Commission makes the demand on May 30 and 31 1345 cars instead of 2018 cars, and the shortage 962 cars, instead of 1634 cars. On this basis the grain shippers were supplied with 30% of the cars needed.

The condition of the box car equipment was next investigated. The Commission found that 83% of this equipment was in good condition, 9% needed light repairs, and 8% needed heavy repairs. This would be a good showing, were it not for the fact that it does not tell what percentage of the cars were fit for grain loading. The Commission itself observes: "It is true that the figures for cars in good condition do not show what proportion are fit to use in grain traffic, requiring the car bodies to be in practically perfect condition, nor are the figures for cars fit for grain traffic available. The statistics given only show in a general way the conditions existing."

The locomotives show a high percentage in good condition, and the motive power has been increased 70% in eleven years. When the increased size of the new locomotives is considered, it will be seen that the motive power has been adequate and that the car shortage cannot be ascribed to this cause. The Commission also investigated the tonnage statistics of the Illinois Central and the distribution of its cars.

After duly considering the various factors that affect the transportation of grain, the Commission concludes that "the shortage of cars for grain shipments was brought about by a sudden heavy demand for cars for grain traffic, coming at a time when 67½% of the box cars owned were on foreign lines, in number equaling nearly the entire number of cars of all kinds belonging to foreign roads which were moving on the Illinois Central Railroad."

Grain Carriers

The box car surplus is larger than at any time during the past two years, as reported by the American Ry. Ass'n.

A reduction of from 1c to 2c will be made in grain rates from many Minnesota points to Minneapolis and Duluth in the near future.

Eastern railroads and their trainmen have agreed to arbitrate their differences before the federal arbitration board recently created by special act of Congress.

The grain rate from Duluth to Buffalo via lake dropped July 12 from 1½c to 1¼c, the lowest this season; and several of the big boats offered 1¼c. The fall in the rate is due to the great scarcity of ore, forcing the vessel owners to fight for the grain traffic.

A hearing of the protest of the Omaha Grain Exchange against the proposed increase in grain rates from Omaha and Council Bluffs to Wisconsin points was held in Omaha July 11 by W. H. Settle, special examiner of the Interstate Commerce Commission.

The Minnesota Railroad and Warehouse Commission decided recently that the minimum weights fixed by Section 3 of the commodity rate law were unreasonably low, and it gave the railroads permission to retain the minimum weights now in force, except on flour.

The largest cargo of wheat ever loaded at the head of the Great Lakes was taken out of Duluth Harbor July 11 by the steamer William R. Snyder, which carried 464,000 bus. for Port McNichol on the Georgian Bay. The previous record was 425,000 bus., made by the steamer Willis L. King last spring.

The Central Freight Ass'n has prepared an official map showing the railroad freight classification territories and freight traffic ass'n territories. Accompanying this map is a pamphlet showing the classifications applying on intrastate traffic and the extra-territorial classifications applying on interstate traffic.

Reduced grain rates from Montana points to the Pacific Coast have been accepted by the Montana Railroad Commission as follows: Miles City 39c, Forsythe 34½c, Billings 30c, Gallatin Valley points 28c, Drummond 27½c, Missoula 26c, Ravalli 25½c, and Dixon 25c. These rates will become effective after Aug. 1.

Interstate railroads are required to own and operate interior and terminal elevators in a bill drawn up by Congressman J. Charles Linthicum of Maryland, at the suggestion of Herbert Sheridan, traffic manager of the Baltimore Chamber of Commerce. Mr. Linthicum plans to introduce his measure in Congress as soon as possible.

Intrastate rates in Missouri were greatly lowered by the recent decision of the United States Supreme Court upholding the validity of the Missouri laws covering freight and passenger rates. Grain rates from Missouri stations to St. Louis, Mo., via carriers whose lines lie entirely in the state will be lowered as much as 5c per 100 lbs. Interstate rates are not affected; altho the railroads will hold a conference in the near future to discuss what changes in rates to Chicago and other markets may be necessary. The reduced rates became effective July 12.

The steamship lines operating on the Great Lakes are controlled by the railroads, with the result that the water carriers restrict themselves to bulk freight and practically ignore the package business, according to a report which will shortly be made public by the com'te of the House of Representatives investigating the shipping trust.

During the first six months of 1913 the railroads ordered 85,000 cars, according to records compiled by leading car manufacturers, compared with 50,000 cars ordered during the first half of 1912. During the last six months of 1912 the roads purchased between 150,000 and 175,000 cars, but most of these cars were ordered too late for last year's crop. From these figures it would appear that the railroads have added to their equipment 235,000 cars during the past year.

The Interstate Commerce Commission's report of statistics of steam railways in the United States for the year ended June 30, 1912, just issued, shows that on that date there were 61,250 locomotives and 2,368,658 cars in service, an increase of 979 locomotives and 25,245 cars over June 30, 1911. Freight tonnage amounted to 1,818,232,193, an increase of 65,042,254 tons over 1911. Ton mileage equaled 262,955,605,123, an increase of 9,499,215,886; freight revenue reached the grand total of \$1,956,802,927.

The Interstate Commerce Commission on July 22 decided that the railroads must abolish all allowances to tap-lines, as such allowances were, to all intents and purposes, rebates. The Commission found on investigation that these allowances range from ¾c to 6c per 100 lbs., and in one case 7c was allowed out of a 14c rate, altho the trunk line had a haul of 400 miles, whereas the tap line's haul was a matter of feet and yards. It is estimated that the abolition of this allowance will increase the railroads' revenue \$60,000,000 annually.

The Interstate Commerce Commission has suspended until Nov. 15 the tariffs increasing the storage rates on grain, rough rice and commodities of that kind at New Orleans, Algiers, Gretna and Harvey, La. The rate is now 1c per 100 lbs. for the first ten days and ¾c for each ten-day period thereafter. These charges do not commence until after four days' free time has elapsed. Under the proposed tariffs, the free time is reduced to three days, and the charges are raised to 1c per 100 lbs. for the first ten days, 1¼c for the second ten days, 1½c for the third, and 2c for each ten-day period thereafter. The railroads claim that under the present rates they are losing money.

The New York Central & Hudson River R. R. Co. and affiliated lines, commonly known as the "Vanderbilt System," will be investigated by the Interstate Commerce Commission in compliance with a resolution introduced by Senator Norris of Nebraska and passed by the Senate on July 10. The Commission is instructed to investigate the proposed consolidation of the New York Central, Lake Shore & Michigan Southern, and Michigan Central Rys., and the proposed issuance of \$167,000,000 of 4% bonds for the purpose of taking up the 3½% bonds of the various companies, which have still 85 years to run. Senator Norris declared that the substitution of 4% bonds for 3½% bonds would be equivalent to an increase in the permanent debt of the railroad of \$47,000,000. He also showed that the fixed charges on the New York Central amounted to 59% of

the road's income, compared to 26% for the Union Pacific and 29% for the Pennsylvania.

Minnesota rates drop to 2c a mile for passenger fares and the class and commodity rates prescribed by the statutes went into effect on July 21. After a conference between the State Railroad Commission and the railroads as to the basis of refunds on freight, the carriers agreed to refund the difference between the rate paid and the rate which was effective before the litigation, even if it was lower than the legal maximum schedule. In applying for refunds, the receipts for passenger fares, and the original or duplicate expense bills or prepaid Bs/L are sufficient. Claimants not having these papers can secure refunds by making out an affidavit on forms approved by the Commission which the carriers will supply.

In the suit of the Chicago Board of Trade v. C. & A. R. R. and other carriers, the Interstate Commerce Commission refused to order that the 10c proportional rate on wheat from Minneapolis to Chicago be reduced to 7½c, the rate on barley, rye, oats and other coarse grains. The Commission, however, did order the carriers to place Chicago on a parity with Minneapolis millers in regard to the rates on flour to Eastern and Central Freight Ass'n points. Under present tariffs the rate on flour from Minneapolis to this territory is 25c; whereas wheat from Minneapolis to Chicago takes a 10c rate, and flour from Chicago to this territory is 16.7c, a difference against Chicago of 1.7c. The roads agreed to equalize this rate, and the case was dismissed.

Under the Supreme Court's interpretation of the law in the state rate cases, lines of railroad badly planned, extravagantly built or overcapitalized must compete with the lower rates prescribed for the stronger roads. The legislatures may prescribe for the stronger lines rates which are not confiscatory as to them, and the weaker lines competing for the same traffic may choose whether to reduce their rates to the point that will get business, or go out of business. As it is impracticable for a common carrier to go out of business it means that the return on the overcapitalized or badly built road's investment must be cut down to a small per cent. Thus the burden of readjustment to a fair rate basis will fall upon the investors in watered stocks.

In connection with the hearing on car distribution held July 18 at Des Moines, Ia., by John Mackley, examiner for the Interstate Commerce Commission, F. H. Hammill, Assistant General Superintendent of the C. & N. W. Ry., testified that his road distributes its cars according to the number of shippers at each station, and that no discrimination is shown against stations exclusively on the C. & N. W. in favor of stations served by other lines. The hearing is in connection with a complaint filed by the Western Grain Dealers Ass'n and the Farmers Grain Dealers Ass'n of Iowa that the railroads are guilty of discrimination in distributing cars and that the car supply in Iowa is inadequate. The railroads insist that they treat all shippers equally. The Western Grain Dealers Ass'n seem to favor the distribution of cars according to the number of shippers at a station, irrespective of the business done by each shipper; and the Farmers Grain Dealers Ass'n desire that the cars be prorated according to the amount of business done by each shipper.

Express rates will be radically reduced by the Interstate Commerce Commission, which has been investigating the express business of this country for over a year. The rates on packages of five pounds and under will be reduced from 25% to 50%, and on heavier parcels from 10% to 30%. In arriving at the new rates Commissioner Franklin P. Lane (now Secretary of the Interior) divided the country into 950 blocks each fifty miles square. The rates are made between these blocks, all the towns within a block being treated as common points. He proposed that the express companies be required to print directories of their stations, showing the block location of each. Mr. Lane's plan suggested the zone system adopted for the parcel post. After hearing the objections of the express companies to the proposed schedule, the Commission came to the conclusion that the new rates are fair to the public and will give the express companies a reasonable profit. It is expected that the Commission will shortly order the companies to establish the reduced rates. In addition to the great saving that will accrue to the public, it is believed that discrimination between shippers, double collection of charges, indirect routing, unreasonable delays, unreasonable terms of shipment, excessive insurance charges, and delays in the settlement of losses will also be remedied by the new plan.

Sioux City lost its suit before the Interstate Commerce Commission to force the railroads to establish proportional rates on grain from Sioux City in lieu of the present thru rates with transit privileges. Objection was not made as to the thru rates themselves, but to the restrictions which surround the thru rates compared to the great freedom obtaining under a system of proportional rates. With proportional rates, grain may be moved thru Sioux City from all directions; whereas with thru rates, back-hauls are impossible. Furthermore, grain from different states and originating on different lines could be shipped out via any line the shipper desired; whereas under the present system outbound shipments are restricted to the rails of the inbound carriers. More important than all, the outbound freight rate would be fixed; whereas with thru rates the outbound rate varies, depending upon the station at which the grain originated. This variation is a great handicap to the selling of grain. Sioux City requested the Commission to order the establishment of a system of proportional rates, and thereby place it on an equality with Kansas City and Omaha. The Commission denied this request on the ground that the competitive conditions which made necessary the establishment of proportional rates at Kansas City and Omaha do not exist at Sioux City. On July 15 the directors of the Sioux City Terminal Grain Elevator Co., members of the Traffic Bureau, directors of the Sioux City Board of Trade, and others interested held a meeting and unanimously decided to continue the fight before the proper courts. This action was taken because two similar suits, filed by Memphis, Tenn., and Toledo, O., were decided by the Commission in favor of the shippers.

JAMES WILSON, formerly Sec'y of Agriculture, has been granted an honorary diploma of membership in the Royal Agricultural Society of England in recognition of his services to agriculture in this country.

Feedstuffs

Arthur T. Palmer has taken a position with the Early & Daniel Co., Cincinnati, O., and will travel in the southeast as its poultry feed salesman.

The Valley City Milling Co., Grand Rapids, Mich., has registered the words "St. Car" as a trade name for its live stock feed, which consists of a mixture of cracked corn and whole oats.

Minneapolis received 3,488 tons of feed during June and shipped 38,228 tons; compared with 2,446 tons received and 42,149 tons shipped during June, 1912.—John G. McHugh, sec'y Chamber of Commerce.

Paul McNeal, formerly of the Guthrie Milling & Elevator Co., Guthrie, Okla., pleaded guilty to five charges of re-using state feed inspection tags and giving false weights, and on June 12 he paid fines aggregating \$350 and costs.

A solid trainload of feed, totaling 1,500 tons, was shipped July 6 by the Corno Mills, East St. Louis, Ill., to Baer & Co., Pensacola, Fla. This is said to be the largest shipment ever made of any one commodity from the St. Louis district.

Oil cake exported in the eleven months prior to July 1 included 66,799,805 lbs. of corn oil cake, 1,068,085,753 lbs. of cotton-seed oil cake, and 759,045,230 lbs. of linseed oil cake, compared with 64,416,074 lbs. of corn oil cake, 1,261,671,072 lbs. of cottonseed oil cake, and 559,861,185 lbs. of linseed oil cake exported in the corresponding period of 1911-1912, according to O. P. Austin, chief of the Bureau of Statistics.

Feed dealers are rapidly coming to the time when they will have to keep screenings out of feeding stuffs, or state the percentage of screenings in their feeds. Most buyers object to the screenings. In the first place, they should be ground or the seeds are not digested and propagate later in the manure. The farmers are awakening up to this danger and many of them do not feed screenings to their stock. At any rate, the purchaser is entitled to know how much screenings he is getting in his cattle feeds.

The Ohio statute relating to weights and measures will be rigidly enforced by the state sealer of weights and measures on and after Sept. 1, according to an announcement recently sent out by him to the millers and grain dealers of the state. Section 13128 of the General Code, the statute in question, requires that all packages must be marked to show the net weight, and the law permits no allowance for shortage caused by evaporation. The state sealer states that flour, meals, bran, and chopped feeds are frequently found to be short in weight and that after Sept. 1 he will prosecute all such shortages.

The Clover Leaf Milling Co. has purchased a large factory site at East St. Louis, Ill., and will immediately commence the erection of a large plant for manufacturing feeding stuffs, principally Alfalfa Horse and Mule Feed. The company, which owns plants in Buffalo, Chicago and Minneapolis, has incorporated the Golden Grain Milling Co., under which name the East St. Louis plant will be operated. The officers of the

new company are: President, D. B. Fraser, pres. Clover Leaf Milling Co.; vice-president, B. A. Williams, now with the Quaker Oats Co.; sec'y and general manager, C. P. Wolverton of the Omaha Alfalfa Mule and Horse Feed Co.; treas., E. L. Solfisburg of the Clover Leaf Milling Co. Arthur Meeker, vice-president of Armour & Co., is also interested in the enterprise. It is expected that from 100 to 150 men will be employed in the mill. The Clover Leaf Co. is locating its plant at East St. Louis after a careful investigation into rates and distributing facilities. With the addition of this plant, East St. Louis becomes one of the largest distributing points for feedstuffs in the country.

ILLINOIS ASS'N WITH- draws from Agreement to Limit Claims.

A meeting of the Claims Committee of the Illinois Grain Dealers' Assn was held in Bloomington, Friday the 18th instant, at the office of Mr. Wm. R. Bach, Attorney for the Assn.

Those present were: R. C. Baldwin, Chairman, Bloomington; F. S. Larison, El Paso, of the Committee; Lee G. Metcalf, President, Illiopolis; L. Lamoreaux, Melvin, and S. W. Strong, Secy, Urbana. The Committee took up the Agreement between railroads, members of the Western Freight Assn., and the Illinois Grain Dealers Assn., entered into Sept. 21, 1910.

On account of the failure of the carriers to comply with the terms of the Agreement, a motion was made and unanimously adopted, that the Association withdraw from the Agreement and that the Secretary send formal notice to all members of the Western Freight Association.

A number of the members of the Assn objected to the Agreement as it limited the minimum of claims which might be filed to \$3.00, and large shippers would not abide by the Agreement, they claiming that they could get all their claims paid for any amount.

As a result of the action of the Claims Committee, the members of the Assn are no longer bound by the Agreement and can file their claims against carriers for any amount of loss.

In the matter of Reparation Claims for Coopering Cars for loading of grain, in accordance with the resolution adopted at the 20th annual convention the Attorney was instructed to make application to the Interstate Commerce Commission for a ruling requiring carriers either to cooper all cars for shippers ready for loading, in compliance with the statute, or allow a fixed amount as compensation to shippers for material and labor expended in coopering cars.

Mr. Wm. R. Bach was retained as the attorney for the Association for the ensuing year, and was requested to prepare an opinion on the Public Utilities bill passed by the late Assembly and effective Jan. 1, 1914, for guidance of members of the Assn.

THE CAUSES of explosions in mills and elevators will be investigated jointly by the United States Bureau of Mines and the millers of western New York. A committee of Buffalo millers is raising a fund for this purpose, and a chemical engineer will be employed. It is expected that the investigation will take at least six months.

THE ELEVATOR OF THE Imperial Bank at Griazy, Russia.

BY M. VAVILOR, ENGINEER CONSTRUCTOR.

The elevator of the Imperial Bank at Griazy is situated between the stations of Griazy Tzaritzin and Griazy Voroneje on the South Eastern railway in the Government of Tambor.

This elevator, of which the storage capacity is about 1,700,000 poods of 36.11 pounds avoirdupois of heavy grain, occupies a space of 450 sq. sajenes of 49 square feet each, of which 206 sq. sajenes are occupied by the central part of the building which is of reinforced concrete and the remainder 224 sq. sajenes is divided equally between the two side-wings.

The central part of the elevator, of reinforced concrete is 21.1 sajenes of 7 feet each from the level of the ground to the roof, and has four tunnels underneath, of which three are designated for the reception of railway-cars, and one for carts.

Under the tunnels a body of reinforced concrete has been laid with deep vertical bins for the storage of grain. The exterior walls of this body are faced with hollow half bricks of cement. Above the bins is constructed a well lighted four story cupola to the height of 9.9 sajenes, in which is the machinery for lofting, cleaning, weighing and diverting the grain to bins. The floor space of each story of the texas is of 175 sq. sajenes, and its walls are constructed of hollow bricks.

THE SIDE-WINGS of the elevator, which are wooden bins, rest on reinforced concrete slabs, supported by reinforced concrete columns, and outside walls of natural stone, forming a well-lighted basement. The general floor of the two wings has an area of 220 sq. sajenes. As a protection from harmful atmospheric influences and from the carrying of sparks, the outer walls of the wooden bins are encased in zinc-iron plates. The garrets over the side-wings of the elevator are of wood roofed with iron.

For the entrance to the first story of the working-house and into the spaces over the side-bins a reinforced concrete staircase has been constructed, placed in the lower half of the outer building in such a manner that it forms a foot-bridge over the railroads. In addition to this, in the passage provided for carts is a passenger lift to take people to one or other of the stories above.

CAPACITY OF ELEVATOR: In each of the wooden wings of the elevator are 48 bins, the area of which is 1.6x 1.6 sajene, and the height of the average 9.50 sajenes. The capacity of one such bin is 10,950 poods, making the aggregate gate capacity of all the wooden bins 1,032,000 poods of heavy grain. The number of reinforced cement bins in the central part of the elevator is 96, of which two are occupied by staircase and lift.

The average capacity of the reinforced concrete bins is 7,120 poods, making the storage capacity of the central part of the elevator about 669,280 poods, and the total capacity of all the bins about 1,700,000 poods.

Besides this, as much as 50,000 poods of grain in sacks can be stored in the basement, under the side-wings.

RECEIVING FACILITIES: Expecting that the Griazy elevator will receive grain principally by rail, four railway tracks have been constructed for its reception, one on the outside and three passing under the elevator.

For receiving grain from carts one entrance under the elevator has been constructed. As from the cars and wagons alike, the grain is unloaded onto a special iron screen, on which the larger stones, straws, string, etc., are retained.

On being unloaded from the ways under the elevator, the grain which has passed through the iron screen, falls, first into special hoppers, each of the capacity of a railway car, whence it may be directed, when wished into the elevator.

These receiving hoppers, of which two are constructed opposite each of the eight receiving elevators, facilitate to a remarkable degree the receiving of the grain.

Each leg can elevate 2,000 poods of heavy grain an hour, so that the full theoretical receiving capacity of the elevator is 16,000 poods (more than 16 carloads) an hour.

DISTRIBUTION: The grain falling into the boot of the elevator is raised to the top story of the building and from the head of each elevator is directed into the distributing tanks under the scales, passing first of all through the separators and weighing machines, or only the weighing machines, or it can avoid both. Each of the receiving elevators has only one corresponding distributing tank, forming together with the outlets from it a self-pouring system, by the aid of which an eighth part of all the bins is supplied.

The receiving elevators are divided into two groups, each consisting of four, and in the center a group apart is disposed of supplementary elevators of lesser height. The grain from the receiving tanks can be diverted to the supplementary leg, raised by the latter to the top, and dropped into the distributing tank of either of four receiving tanks of the same group. In this manner the corn can be placed in one of the bins in that half of the storage which corresponds to the given group.

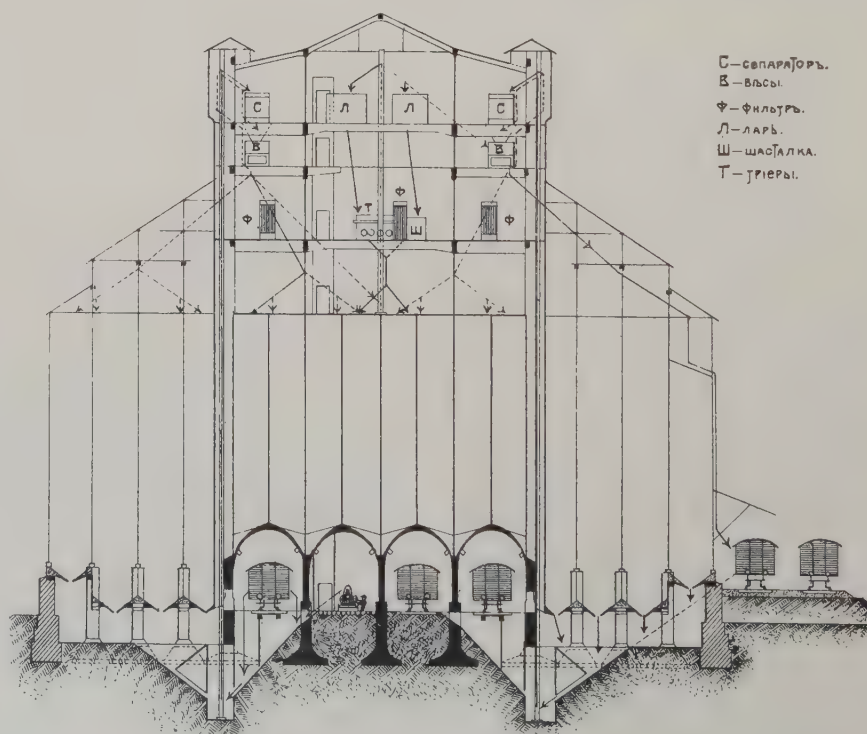
The supplementary elevators are joined one with the other by means of spouts,

by which grain received in the receiving elevators of one group may be transferred through the supplementary elevators of another group and placed in any one of the bins in the other half of the elevator.

CONVEYING OF GRAIN: On the opening of special metal valves at the outlets of the bins, the grain which has fallen into the elevator can be directed through spouts to the boot of the receiving elevator, and again raised to the top. In this manner it can be put into any bin desired or if heating or needing cleaning it can be transferred.

SHIPPING: Grain can be discharged into cars or carts, either loose or in sacks as desired. It is spouted from the bins into the boots, hoisted, weighed, and transferred immediately to the wagons, or placed in the discharging bins (these are special bins, of the capacity of one wagon). The loading of the wagon immediately after the grain is weighed calls for the uninterrupted working of the elevators during the discharge of grain. The discharge bins, of which 28 are constructed of reinforced concrete, and 4 of wood, can be emptied direct into cars without re-elevation of the grain. Discharge into cars does not always require the elevating of the grain through the elevators. In that case if the bins in the side-wings of the elevator are emptied, the grain can flow into sacks, from the bins suspended over the basement, weighed there, and carried to the carts. On filling the bins in the central part of the elevator, the grain must be transmitted by the elevators into the bins over the tunnel, which is set apart as a cart entrance, and from these bins the grain falls into the carts. The conducting of grain into the bins over the tunnels for rail tracks can be adapted also for the outlet of grain from the side-bins at the wings of the elevator.

CLEANING AND WEIGHING MACHINES: For weighing the Griazy elevator has eight Chronos automatic scales, each capable of weighing 2,000 poods of oats in an hour, one scale to each leg. These



Cross Section Imperial Bank Elevator at Griazy, Russia.

scales, which at the present moment are of great utility, are used to assist the weigher.

For cleaning and improving the quality of the grain in the elevator the following machines are used: eight separators capable of passing 2,000 poods an hour.

One at each receiving leg for the rough cleaning of the grain.

Two clipping machines for stripping the awns of oats, which serve also for polishing the wheat, each capable of working 250 poods an hour.

One weed-separator capable of passing 400 poods an hour.

After passing through the separating clipper the grain can be spouted into one of the six bins found beneath it; four bins serve to receive the grain which has been cleaned by the weed-separator.

VENTILATION AND DUST-COLLECTION: In all operations with grain in elevators, when directing it through the spouts, elevating or cleaning it, a great quantity of dust is always made, and in a well-constructed elevator, measures must be taken to remove it. In the Griazy elevator are four ventilators of the Schille type, each capable of a pressure of more than 17.5 sq. sajenes of air a minute; these ventilators are connected by a system of pipes with the heads of the elevators and with the tanks under the scales. The separators and clippers have special ventilators. The dust under the influence of the air-current is directed into certain filters, settles there and is directed through the dust-pipes into sacks in the lowest story of the elevator. Ex-

actly the same operation takes place with regard to the waste and dirt received from the machines while the process of cleaning the grain goes on.

THE SPOUTING: One of the particulars in which the Griazy elevator differs from others is that it is the first in Russia where the transfer of bulk grain from one part of the house to another can be effected by means of gravity. In the ordinary and more expensive systems where the grain moves independently, a part only glides along the inclined plain, and in order to transfer the grain in a horizontal direction, the self-flowing tube is exchanged for the endless band conveyor or rotary—i. e., Archimede screws. The use of this system causes a waste of mechanical force and also complicates the superintendence of the plant. The Griazy elevator differs from elevators of an older construction in that it contains no conveying bands or screws. Power is only used in this elevator for removing the grain, in cases when the grain must be hoisted into the receiving elevator above, or when owing to the slight inclination of the self-flowing tubes it is necessary to work the supplementary elevators; in every other case no mechanical energy for transferring the grain is necessary. The wide use of these self-pourers has undoubtedly a great economical significance for the future activity of Griazy elevator, as with the lessening of expense for mechanical energy, the expenses of working are also lessened for the storage and dressing of grain in the elevator.

POWER: In order to bring all the ma-

chinery in the elevator into action, electric energy is employed. For this purpose a power station has been built alongside the elevator, in which are placed two steam engines each of 120 horse power. These propel two generators of three-phase current, which feed the electric motors placed in the working-house in the central part of the elevator, from which all grain-hoisting and cleaning machinery of the principal building is operated.

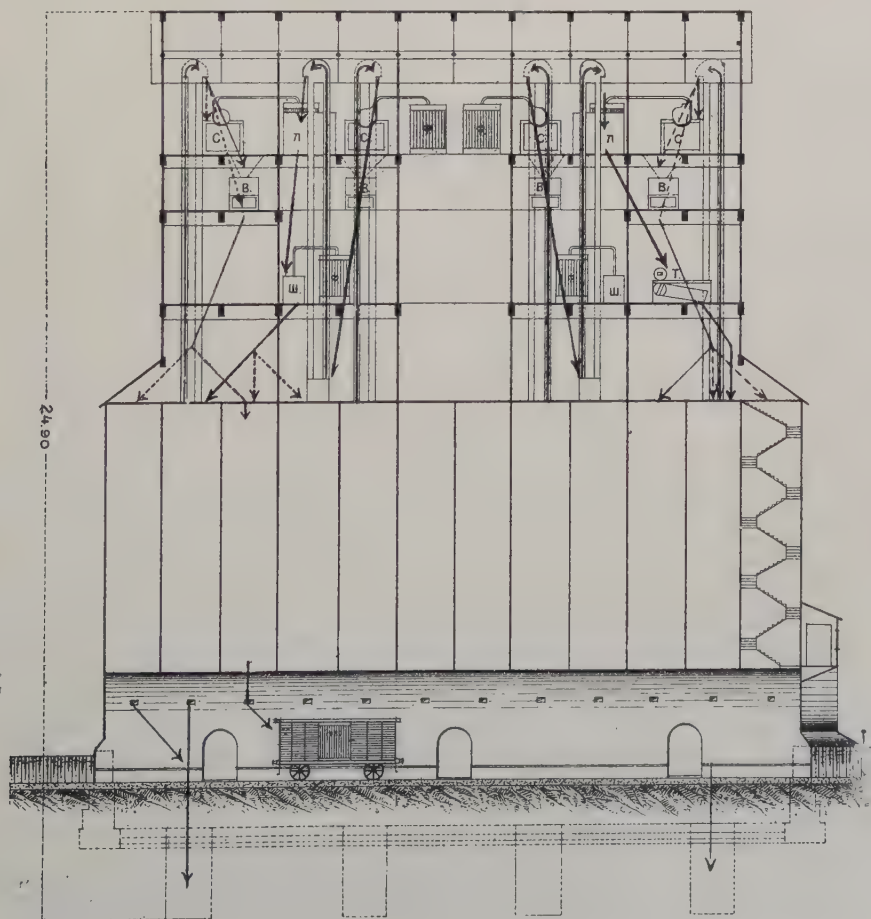
LIGHTING: For lighting the elevator a generator for endless current is provided; no artificial light with the exception of electricity is allowed in the central building, so as to avoid all risk of fire. The courtyard of the elevator is also lighted by electricity when the power station is working, but when not special kerosene lamps are used.

PARTICULARS OF CONSTRUCTION: Because of its size and the difficulties encountered in carrying out the work, the Griazy elevator appears to be remarkable as a structure. Its great size can be judged in part by the space (450 sq. sajenes) occupied by it, and the quantity of material used in construction: The rough walling, 160 cub. sajenes; concrete, about 630 cub. saj.; wood, up to 300 cub. saj., and more than 40,000 poods of iron. The quantity of reinforced cement work would have been much greater if recourse had not been made to a particularly successful method of construction, for supporting the reinforced cement under the wings of the elevator, and the arches of the entrance tunnels under the central part of the elevator. A successfully chosen scheme for covering the supporting structure made it possible to avoid using a considerable amount of concrete in the building of the outlet funnels of the bins and to replace a quantity of reinforced concrete by simple concrete. The specialty of the construction of the tunnel arches is that the immense ties, or beams, cross over the walls of the bins, and the way of the arrangement of exceedingly strong consoles in the lower part of these walls in such a manner as to avoid the thickening of the walls of the five arches.

QUICKNESS OF BUILDING OPERATIONS: In spite of its remarkable dimensions, the Griazy elevator was built in an unusually short time for Russia: the foundations were laid on Jan. 10th, 1912, and on Nov. 18th the elevator was ready for the opening ceremony. In order not to divide the time into two building periods recourse was had to heating-houses, one at the beginning of the work, for the placing of the foundations, and the other towards the end, for concreting the outside staircase and upper stories of the middle part of the building.

COST OF THE ELEVATOR: Altho the building of the elevator took place under exceptionally difficult conditions and supplementary expenses were incurred in conducting the work during the cold part of the year, the cost of the erection did not exceed the limits of the given estimate, which for the building and machine plant of the principal structure was 690,000 roubles [a rouble is worth 51½ cents American money, 100 kopecks make a rouble], which makes 40.59 kopecks on a pood of its capacity. Of that sum 481,000 roubles was disbursed on the building work (38.18 on a pood capacity) and 109,000 roubles (6.41 k. on a pood capacity) on the plant; the cost of the power station was allotted at the estimate of 57,000 roubles (3.38 kopecks for a pood capacity).

ПРОДОЛЬНЫЙ РАЗРѢЗЪ.
Side elevation.



Longitudinal Section Imperial Bank Elevator at Griazy, Russia.

AMERICA'S LARGEST POP-Corn Elevator.

The elevator contractor does not often get instructions to build "the best elevator money can buy." Usually he is required to consider first cost only and is forced to build the elevator as cheaply as possible. The Shotwell Mfg. Co., however, realized that the true economy lay in strong construction, generous size, and adequate equipment. As a result it owns what is said to be the largest, and certainly is the finest, popcorn elevator in this country.

Its plant is located at Arthur, Ia., near the county line separating Ida and Sac counties. In these two Iowa counties climatic and soil conditions are just right for popcorn, and a large proportion of the popcorn crop of this country is raised there. The yield last year in these counties amounted to 25,000,000 lbs.

The Shotwell elevator, a fotograf of which accompanies this article, consists of a working house, which contains the cleaning and loading machinery, and four long cribs. The elevator proper is 60x40 ft. and 65 ft. high. The lower section is of concrete and the upper section of cribbed construction covered with iron sheeting. The roof is of galvanized iron. A noteworthy feature of the elevator is the high, light and airy basement. The owners decided that the convenience, cleanliness and safety gained by building the basement high more than outweigh the slight increase in construction cost.

The equipment of the elevator is particularly complete. Popcorn, in order to cure properly, must be cleaned thoroly and moved frequently. The elevator contains all of the necessary machinery for the expeditious handling of the corn.

The storage cribs, four in number, are 28x28 ft. and 180 ft. long, with a total capacity of 2,000,000 lbs. of popcorn. Each crib is subdivided longitudinally into four cribs, each 4 ft. wide, with an air space also 4 ft. wide. The cribs are thus very narrow, insuring thoro ventilation of the corn. Conveyors running over and under the cribs are controlled from the elevator, so that the operator while standing at the wagon dump can unload the popcorn, run it thru the cleaning, drying and conveying machinery, and can have it dropped at any spot he desires in either of the four storage cribs. He can also take corn out of storage from any part of the cribs, run it through the elevator and put it back in storage wherever he wants it.

The Shotwell Mfg. Co. buys and cures popcorn solely for its own use. It contracts with the farmers to raise corn according to its specifications and in this way secures a uniform grade. The popcorn is cured for two years. During this time it must be frequently cleaned and aerated so that it dries uniformly. This elevator was designed in order that these operations can be carried on easily and economically.

To protect against any shortage of popcorn at Arthur, Ia., the Shotwell Company has erected storage cribs at Odebolt, Ia., the next station east on the C. & N. W. Ry. This is purely a precautionary measure, however, as under ordinary conditions the crop around Arthur is more than adequate for its needs.

The Shotwell Company is now considering the installation of automatic sprinklers in its plant as a further protection against fire.

The elevator was designed and built by G. H. Birchard at an approximate cost of \$50,000.

From the Seed Trade.

NEBRASKA CITY, NEB., July 18.—Demand for alfalfa seed will exceed that of last year, timothy demand normal, fall planting to commence about Aug. 15. Growing crop of timothy somewhat damaged and yield will be lighter than last year.—E. D. Bartling, of Edward Bartling Seed Co.

BELOIT, KAN., July 21.—The second crop of alfalfa seed is about ready to harvest. The crop's prospects are good for a fine quality of berry. It is yet too early to express an opinion in regard to the cane and kafir corn seed crop.—Beloit Seed House.

DENVER, COLO., July 9.—The sowing of grain seed has been of greater acreage this season than last. Nearly all the dry land district depends upon Turkey red wheat for winter variety, and the irrigated districts sow heavily of Defiance for spring variety. Regarding oats, nearly all now depend upon the Swedish type which is found in the New Market and the Swedish Select varieties. The Side oats are cultivated very little in Colorado. Flax is doing well in eastern Colorado. We believe that the acreage will be larger than last year, and indications are for a much better crop.—C. R. Root, mgr. Colorado Seed & Nursery Co.

I cud not get along without the Grain Dealers Journal.—Roy R. Clark, mgr., Wilsey Grain Co., Arcadia, Neb.

Seeds

No timothy seed in this vicinity.—R. L. Baird, Sprengs sta., Jeromeville p. o., Ohio.

Clover second crop fine; shud be some clover seed; timothy only fair.—Johnson & Tollefson, Mable, Minn.

The Ohio Seed law, a digest of which is given on page 969 of the June 25 Journal, will go into effect Aug. 10.

Chicago received 38,000 bus. of flaxseed and shipped 2,000 bus. in June, compared with 129,400 bus. received and 19,200 bus. shipped in June, 1912.

Clover seed imports during the week ending July 19 included 720 bags at Baltimore, 136 bags at Philadelphia, and 286 bags at New York, total 1,142 bags.

A. R. Hamlin of Red Oak, Ia., has purchased the seed house and grain elevator of John F. Summers at Malvern, Ia., and has taken immediate possession.

Minneapolis received 514,130 bus. of flaxseed and shipped 111,560 bus. during June, compared with 439,520 bus. received and 110,270 bus. shipped during June, 1912.—John G. McHugh, Sec'y, Chamber of Commerce.

J. Charles McCullough, Cincinnati, O., has incorporated his business under the name of J. Charles McCullough Seed Co., with a capital stock of \$500,000. Practically all of the stock is held by Mr. McCullough and his employees.—S.

Charles J. Bolgiano of J. Bolgiano & Son, the Baltimore seed house, has been appointed to the com'te representing the Baltimore Board of Trade for the purpose of preparing plans for "Maryland Week," at which time the horticultural and floral exhibition is held.

The grass seed cleaning plant of E. F. Spears & Sons, Paris, Ky., was burned July 3, resulting in a \$50,000 loss. The fire started at an early hour on the third floor of the building, where a large stock of cleaned blue grass seed was stored. It spread rapidly and by the time the firemen arrived the entire building was ablaze. The plant had been in operation but two years and was recently fitted up with new cleaning machinery. It was totally destroyed, together with a large stock of various grass seeds.



America's Largest Pop Corn Elevator—Shotwell Mfg. Co.'s Plant at Arthur, Ia.

Timothy seed is in a rut. Early prospects have been seriously reduced in this section by too much dry weather. This is largely offset by Iowa's liberal promise and the large stock carried over from last year. It takes new timothy to fill future contracts, commencing with August. Last year's splendid quality of seed, however, will probably be wanted at a very small discount.—Southworth & Co.

Chicago received during the week ending July 19 428,000 lbs. of timothy seed, 1,000 lbs. of clover seed, 176,000 lbs. of other grass seeds, and 4,000 bus. of flaxseed; against 28,300 lbs. of timothy seed, 45,400 lbs. of clover seed, 2,000 lbs. of other grass seeds, and 47,300 bus. of flaxseed during the corresponding week in 1912. Shipments for the week have been 360,000 lbs. of timothy seed, 3,000 lbs. of clover seed, 274,000 lbs. of other grass seeds, and no flaxseed; against no timothy seed, no clover seed, 248,100 lbs. of other grass seeds, and 1,000 bus. of flaxseed during the corresponding week of 1912.

The production of crimson clover is fully covered in a pamphlet by J. M. Westgate, agronomist in charge of clover investigations of the United States Department of Agriculture. The pamphlet gives the history and present distribution of crimson clover and the requirements for obtaining a crop. It is difficult to get a stand of crimson clover on land never before planted to this crop without inoculating the soil. Sometimes fertilizers are also necessary, and the land must be well drained. The seed bed also must be carefully prepared. Crimson clover is very valuable as a winter cover crop for soil improvement and for pasturage. Complete information concerning it is given in Farmers' Bulletin No. 550, issued July 9, by the U. S. Dept. of Agriculture.

Clover seed surprised even its friends this week by its strong undertone and a steady advancing market, the kind that gives the bears a headache. Why? Bulls say, weather has been bad for it. Bears say it only looks bad. To a man up a tree it looks like more time is needed to say that the crop has not done well. We know the crop wintered in perfect condition. Something happened to the mammoth same as to the alsike, but since the first cutting for hay, crop has fared well with few exceptions. These exceptions come every year and always will. 1912-13 conditions look similar to the 1907-08. In 1908 prices spurted up on adverse weather conditions. The October reached \$8.70 August 8th, then declined steadily. March sold at \$4.80 October 17th.—J. F. Zahm & Co.

Imports of seeds during the eleven months prior to June 1 included 5,002,293 bus. of flaxseed and 19,823,503 lbs. of clover seed, compared with 5,647,532 bus. of flaxseed and 37,772,729 lbs. of clover seed imported during the corresponding period of 1911-1912. Exports during the eleven months included 5,398,249 lbs. of clover seed, 17,115,196 lbs. of timothy seed, and 16,882 bus. of flaxseed, compared with 1,862,447 lbs. of clover seed, 4,352,076 lbs. of timothy seed, and 4,234 bus. of flaxseed exported in the corresponding period of 1911-1912. Exports of foreign seeds during the eleven months prior to June 1 included 1,810 lbs. of clover seed and 168 bus. of flaxseed, compared with 128 lbs. of clover seed and 21,919 bus. of flaxseed exported during the corresponding period of 1911-1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

The University of Minnesota will give a short course in seed testing this summer, in order to educate teachers and others interested in this work. A winter course is planned for the benefit of the farmers themselves. By this means it is believed that the practice of testing seeds will spread rapidly.

Clover seed sold off 40c the early part of this week. Part of this decline was due to profit taking following \$1.25 advance. Speculation has been light and fresh support lacking. At present it is a weather market and the critical period is still ahead. Those who sell on scenery may have to pay the same penalty that the bears did on alsike when the prospects were cut in half inside of two weeks. Present prices are equal to the average from the first trade to date. In nine of the past ten years, October clover has shown an average net gain of \$1.65 per bushel during the three months, August-October period, over the previous trading season. In only one year, that of 1908, did it show an average net loss, that of 95c. Latest reports are mixed but general outlook is good.—Southworth & Co.

Blue grass ripens in Missouri about June 15. If the seed is not harvested immediately, it may be shed by the first shower of rain. It is gathered by using a two-horse cylinder harvester, which combs the seed off the stems. On account of the heat of the weather and the sultriness of the air during June, the few green stems which are gathered with the seed commence to ferment and will heat in 12 hours unless the rough seed is carefully spread on sheets and cured. The seed is purified later in factories equipped with the necessary machinery. The yield per acre of purified seed averages about 56 lbs. Blue grass, if planted in congenial soil, will in a few years send its roots down 10 ft. into the soil and will form a close sod, which will withstand drouth and cold weather better than many trees.—Chas. E. Prunty.

Red clover started out for big crop all over the world. It wintered well and the acreage was large. Will the crop be disappointing? There are many complaints. Some sections say it has been too dry. Others fear it will be too wet. Dry weather is now needed. It is a freak year. There never was a perfect crop. Some sections always suffer. Bad spots have been inclined to buy a little. The price discounts a fair crop but not a large one. Large dealers are still hopeful and expect to see lower prices but speculation frequently interferes. Europe is having a late wheat harvest with some unfavorable weather, will their seed crop be affected? Foreigners have done very little here this season. National pure seed law will keep out some undesirable seed. Ohio seed law may confuse Ohio buyers.—C. A. King & Co.

Imports of seeds into the United States during the quarter ending Mar. 31, 1913, included 74,954 bus. of castor beans, 1,161,543 bus. of flaxseed, 3,236,606 lbs. of alfalfa, 595,621 lbs. of alsike, 1,073,042 lbs. of crimson clover, 1,811,205 lbs. of red clover, 424,453 lbs. of white clover, and 1,180,249 lbs. of all other clovers, total grass seeds 14,281,588 lbs., and 3,340,265 lbs. of mustard seed. Seed imports in the quarter ending Mar. 31, 1912, included 254,713 bus. of castor beans, 3,376,821 bus. of flaxseed, 2,668,284 lbs. of alfalfa seed, 357,941 lbs. of alsike, 749,307 lbs. of crimson clover, 3,846,433 lbs. of red clover, 39,409 lbs. of white clover, and 790,711 lbs. of all other clovers. The

duty on castor beans and flaxseed is 25c a bus. Clover seed is admitted free. Broom corn imports during the quarter equaled one-half a ton, compared with 723 tons last year. This article pays a duty of \$3 per ton. From report by O. P. Austin, ass't chief of the Bureau of Statistics.

BERIBERI is caused by the use of rice, according to a report made by the Berlin Medical Ass'n. Dr. Max Mossekowski showed the symptoms of the disease after living exclusively on rice for 138 days. He completely recovered, however, after an injection of a serum containing extract of rice.

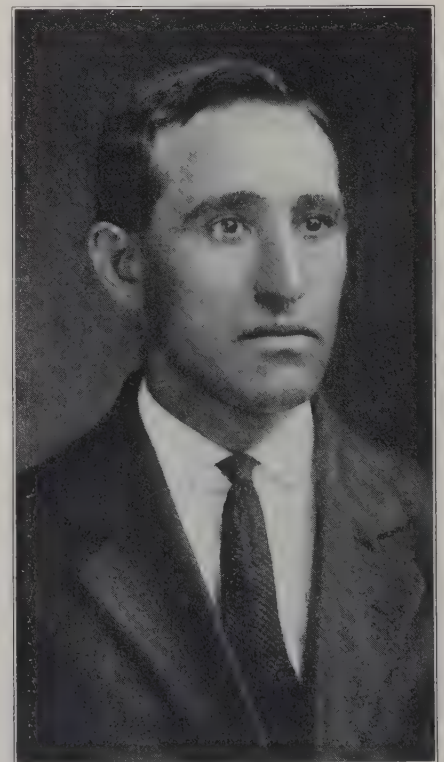
EXPORT sales of wheat have been heavy lately, enuf to work ocean freights up materially, and ocean tonnage has been taken for months ahead, an indication of the nature of the demand from the other side. As the trade is much in doubt about the outcome of the spring wheat in the North and in Canada, the wheat as a whole looks on a more healthy basis than the coarse grain. Early frosts are considered not unlikely.—Semers, Jones & Co.

NEW TOLEDO SEED INSPECTOR.

Chas. B. Pitzen was recently appointed chief seed inspector and weigher for the Toledo Produce Exchange. The appointment was made July 2 and becomes effective Aug. 1.

Mr. Pitzen was promoted to his new position after seven years' experience as chief deputy inspector at Toledo. Prior to that he worked for three years in a seed cleaning house. He is therefore thoroughly versed in seed inspection; years of experience have given him the maturity of judgment so essential to that work.

A portrait of Mr. Pitzen is given herewith.



Chas. B. Pitzen, Toledo, O.
Chief Seed Inspector.

Grain Trade News

CALIFORNIA.

Marysville, Cal.—Roy R. Rankin has bot a half interest in the grain business of F. Hanas, Jr.

Imperial, Cal.—Tramps are believed to have set fire to 800 acres of barley near this city. The loss is placed at \$20,000.

Whittier, Cal.—The Globe Grain & Mfg. Co. has built a new concrete and sheet iron warehouse, 50x100 ft., with a capacity for 20,000 sacks of grain. The cost of the new building was \$10,000.

Los Angeles, Cal.—The final organization of the Los Angeles Grain Exchange was effected July 2 and the following officers were elected: Geo. H. Martin, pres.; O. H. Morgan, vice-pres., and W. E. Howard, Frank Coates, Ed Thompson, W. B. Waterman and S. C. Dunlap, directors. A sec'y and treas. will be appointed by the directors in a few days. Membership in the exchange will be limited to 50 and the initiation fee is placed at \$250 and dues at \$10.

CANADA.

Ft. William, Ont.—The Dwyer Elvtr. Co. has been incorporated.

Monitor, Alta.—The National Elvtr. Co., Ltd., is building an elvtr. at this station.

Pangman, Sask.—The local elvtr. at this point was recently wrecked by a cyclone.

Lydden, Sask.—The 30,000-bu. elvtr. of the Co-operative Elvtr. Co. has been completed.

Winnipeg, Man.—The capacity of the elvtr. of the Imperial Elvtr. Co. is being increased.

Manville, Alta.—The Board of Trade has made arrangements for the erection of an elvtr. and small mill.

Herbert, Sask.—The elvtr. of the Royal Elvtr. Co., Ltd., burned recently; loss, \$5,000; partly covered by insurance.

Cereal, Alta.—The National Elvtr. Co. has completed its 30,000-bu. elvtr. here and the local union of the U. F. A. contemplates building a house.

Meaford, Ont.—The elvtr. of the Georgian Bay Mfg. Co., Ltd., containing 100,000 bus. of wheat belonging to James Richardson & Sons, and a quantity of other grains, burned July 9.

Calgary, Alta.—The Canada Malting Co. has let the contract to James Stewart & Co., Inc., for an addition of 12 concrete bins of 300,000 bus. capacity, to its elvtr. completed last winter.

Aylesbury, Sask.—J. Rupert Carey, formerly agt. for the Lumsden Mfg. & Grain Co., is alleged to have misappropriated \$723.75 in cash and 5,320 bus. of grain, six charges being filed against him.

Montreal, Que.—The Grand Trunk Ry. has let the contract to James Stewart & Co., Inc., for a 1,000,000-bu. concrete annex to its steel elvtr. at Windmill Point. It will consist of 28 bins, 25x100 ft.

Winnipeg, Man.—Pres. Crerar of the Grain Growers Grain Co. announces that the company will build two new interior elvtrs., one at Mobile and one at Lavinia in Manitoba, giving the company a combined total capacity of 8,000,000 bus. in western Canada.

Winnipeg, Man.—The grain storage warehouse of the Dominion government at this point was recently damaged by fire to the extent of \$2,000, and practically all the government samples of grain stored in the building for shipment to various countries, were ruined.

Pleasant Valley, Sask.—The British-American Elvtr. Co. is building two elvtrs. at this station and will build a string of houses down the Melfort-Humboldt branch.

Calgary, Alta.—The Alberta Farmers Elvtr. Co. has decided to become affiliated with the new co-operative company recently formed under the provisions of the new legislation passed during the winter by the Alberta legislature and has notified shareholders wishing to sell their shares, that they may do so at a valuation not below par.

Calgary, Alta.—W. R. Motherwell, minister of agriculture for this province, reports that in the first year of its existence the Saskatchewan Farmers Co-operative Elvtr. Co., operated 46 elvtrs., handling 3,000,000 bus. of grain. In 1912, 140 elvtrs. were operated and 12,000,000 bus. were handled. Forty new elvtrs. will be built by the company this year.

Moose Jaw, Sask.—The 19 elvtrs. of the Saskatchewan & Western Elvtr. Co. will all be in operation by Sept. 1, and 6 new elvtrs. will also be put into working order by that time, making a total of 25 houses for the company, with a combined capacity of 3,000,000 bus. The Southern Elvtr. Co. will have 9 houses ready for grain by fall and contemplates the erection of several others.

Saskatoon, Sask.—The contracts for the interior elvtrs. of the Canadian government to be erected here and at Moose Jaw will probably be let about Aug. 1. Negotiations have been closed with the city officials and with the officers of the Can. Pac., Can. Nor. and G. T. Pac. railroads for the site and the laying of spur tracks to the house. Right of way over the tracks of the Industrial Site Transfer Ry. has also been arranged for by W. D. Staples, commissioner of the Dominion Grain Com's'n.

Port Arthur, Ont.—The new \$1,250,000 government elvtr. is going up rapidly. The Dominion Railway Com's'n has taken up the question of the railway connections to the elvtr. and Dr. Magill, chairman of the Grain Com's'n, has clearly intimated that the policy of the government will be to eliminate switching charges at this elvtr. and require all roads to have a direct connection with it. Since the government has decided that all Canadian grain shall pass thru this port and Fort William, as the head of the lakes navigation, it is that the government will construct more elvtrs. at this point.

COLORADO.

McClave, Colo.—The elvtrs. of the Lamar Mfg. & Elvtr. Co. at this station and at May Valley, p. o. Wiley, are completed. —Cherokee Com's'n Co., Bristol, Colo.

Lamar, Colo.—The Lamar Mill & Elvtr. Co. will equip its elvtrs at Lamar and May Valley, Wiley p. o., with two Hall Signaling Grain Distributors and a Hall Automatic Shaft Ratchet.

Grand Junction, Colo.—O. P. M. Steele and W. H. Vandover have bot the interest of J. A. McLuen in the Grand Junction Hay, Grain & Produce Co., and will continue the business.

Hudson, Colo.—The O'Donnell-Kellogg Grain Co. of Stratton, Neb., has let a contract to the R. M. Van Ness Const. Co. for a 10,000-bu. elvtr. of studded construction, iron clad, equipped with 6-h.p. engine, 5-ton Howe Wagon Scale, 1,000-bu. Richardson Automatic Scale, and Van Ness Safety Manlift.

Fleming, Colo.—The Farmers Elvtr., Mfg. & Supply Co. has let a contract to the Van Ness Const. Co. for a 20,000-bu. elvtr., iron clad, of studded construction, equipped with 8-h.p. Fairbanks Gas Engine, 5-ton Howe Wagon Scale, 1,000-bu. Richardson Automatic Scale, Van Ness Manlift, rope drive and Van Ness Improved Non-chokable Boot. It is strictly up-to-date thruout. All bin bottoms in the house are of concrete, hopped and self-cleaning.

Pueblo, Colo.—The old Denver, Fort Worth & Gulf R. R. depot, which has been used as a warehouse for the M. C. Johnson Hay & Grain Co., burned to the ground at 6:50 p. m. July 8. The building contained 3 carloads of corn, about 90,000 lbs. of wheat, a large shipment of oats, besides a considerable quantity of hay, flour, bran, feeds and potatoes, the warehouse having just been stocked up. A carload of corn on the siding also burned. The loss is placed at \$20,000; insurance at \$10,000. The safe in the building withstood the fire and \$40,000 worth of securities were uninjured.

IDAHO.

Weiser, Ida.—The Weiser Mfg. & Elvtr. Co. will start work on an elvtr.

Rupert, Ida.—Wilson & Gillette will install a feed mill, cleaner, gas engine and electric motor.

Blaine, Ida.—Mr. McAlphine of Portland, Ore., contemplates the erection of an elvtr. and warehouse at this station.

Weiser, Ida.—F. G. Williams is now mgr. of the Weiser Mfg. & Elvtr. Co.—F. J. Wamsley, mgr. Parma Mfg. & Elvtr. Co.

Parma, Ida.—Colorado Mfg. & Elvtr. Co. has erected a new 65,000-bu. elvtr. here. —F. J. Wamsley, mgr. Parma Mfg. & Elvtr. Co.

Peck, Ida.—C. E. Leeper has succeeded G. H. Teats as mgr. of the Farmers Warehouse Co. Mr. Teats resigned to become mgr. of the farmers company at Ruebens.

Stites, Ida.—S. B. Toye, mgr. for the Vollmer-Clearwater Grain Co., was found dead by the employees of the company, July 17, with two bullet holes in his forehead. It is that he killed himself, altho mystery surrounds the deed. Financial difficulties are suggested as a cause, but nothing definite will be known until the auditors now working on the books, have completed their work.

Lewiston, Ida.—Joseph Alexander, one of the oldest grain men of Northern Idaho, has retired from active business and resigned as pres. of the J. Alexander Co. Theron S. Ward, a partner, has purchased his interest in the firm, paying \$50,000, and with Fred C. Oliver, will continue the business under the name of the J. Alexander Co. The capital stock of the company has been increased from \$30,000 to \$100,000 and Mr. Ward has been elected pres. to succeed Mr. Alexander. Mr. Oliver is vice-pres. and Cora E. Ward sec'y. Peter Muench, who has had charge of the grain dept. of the old firm for the last 8 years, will remain as mgr. of that dept. at Sweetwater with the new company. Mr. Alexander has been engaged in the grain and merchandise business here for 47 years.

ILLINOIS.

Stillwell, Ill.—The Farmers Union Elvtr. Co. is building an elvtr.

Mahomet, Ill.—The Mahomet Grain Co. incorporated; capital stock, \$15,000.

Oneida, Ill.—W. T. Glenn of L. B. DeForest & Co. has retired from the firm.

Bates, Ill.—Chas. McIntire is now mgr. for M. F. Murphy & Co. at this station.

Goodenow, Ill.—Farmers of this vicinity are interested in the building of an elvtr.

Clayton, Ill.—We have built a new elvtr. here at a cost of \$7,000.—Lewis Burgess Co.

Panola, Ill.—The Panola Elvtr. Co. has surrendered its lease on the elvtr. of M. C. Kibbe.

Taylorville, Ill.—The Ora House Mfg. Co. contemplates the installation of a grain cleaner.

Sciota, Ill.—E. E. Sapp is overhauling his elvtr. and is having all bins re-rodded.—G. E. T.

Caton Farm, Minooka p. o., Ill.—The Farmers Elvtr. Co. is moving the office at the elvtr.

Curran, Ill.—The elvtr. of Beggs & Havey was recently struck by lightning and slightly damaged.

Hopedale, Ill.—The elvtr. of B. T. Railroad was struck by lightning June 28 and slightly damaged.

Gerald sta., Armstrong p. o., Ill.—H. C. Bear & Co. have installed an automatic scale in the elvtr.

Monticello, Ill.—Roy Jones has resigned as mgr. of the Monticello Grain Co. after nine years of service.

Cropsey, Ill.—Lynn Watson was overcome by heat while scooping oats at the elvtr. of Hayward Bros.

Cushman, R. F. D. Sullivan, Ill.—The Sullivan Elvtr. Co. contemplates building an elvtr. at this station.

Sidney, Ill.—Edward Derrough, formerly mgr. of the Farmers Elvtr. Co., died July 9, at his home in Urbana.

Smithfield, Ill.—John Robertson has bot the interest of M. M. Waughtel in the firm of Robertson & Waughtel.

Pawnee Junction, Glenarm p. o., Ill.—C. B. Munday & Co. will build a large elvtr. and transfer house at this point.

The executive com'te of the Illinois Grain Dealers Ass'n will hold a meeting July 29 at the La Salle hotel, Chicago.

Raymond, Ill.—We have rebuilt our drive-ways and repainted our elvtr.—F. A. Todd, mgr. Farmers Grain, Hay & Supply Co.

Blandinsville, Ill.—H. E. Roberts is repairing the approach to the elvtr. and is putting in a new driveway floor.—G. E. T.

Bridgeport, Ill.—The elvtr. of W. B. Gray burned June 13, the fire spreading to other property and causing a loss of \$250,000.

Winnebago, Ill.—F. J. Waterstreet has succeeded B. Quamme as mgr. of the Winnebago Produce & Supply Co.—W. H. Johnson.

The premium list for the Illinois State Fair, Oct. 3 to 11, at Springfield, Ill., has been distributed, and is as liberal as usual.

Toluca, Ill.—P. H. Davison, of Davison & Livingston, has sold his interest to Mr. Livingston and will retire from the grain business.

West Brooklyn, Ill.—A. F. Jeanguena has been managing the elvtr. of the Farmers Elvtr. Co. during the illness of Mgr. W. J. Long.

East Lynn, Ill.—The new elvtr. of Merritt & Weirman will be operated by a 20-h.p. oil engine.—G. H. Ricketts, agt. Wm. N. Ferguson.

Eastburn sta., Sheldon, Ill.—Our elvtr. at this station will be completed July 31 and first grain taken in on that day.—Fred Eastburn.

Hutsonville, Ill.—I have resigned as mgr. for Hurst Bros. & McNutt and am now with Newlin Bros. in their lumber yards.—C. A. Trueblood.

Arlington, Ill.—We have bot the elvtr. of J. H. Dole & Co. at this station, taking possession July 1.—Bader Bros. O. J. Bader will be mgr.

Frankfort, Ill.—My elvtr. recently purchased from C. J. Meyers will be operated under the name of Brueggeman & Fink.—H. F. Brueggeman.

Quiver sta., Havana p. o., Ill.—The new elvtr. of the Turner-Hudnut Co. is nearing completion. The house will replace the one burned Apr. 30.

Fairview, Ill.—New officers of the Farmers Elvtr. Co. are: Joshua Markley, pres.; Dan Van Liew, vice-pres.; J. W. Gaddis, treas., and Doan Parks, sec'y.

Latham, Ill.—H. F. Maus will build his new elvtr. on the site of the old tile and brick works. He recently bot the property and is wrecking the buildings.

Oreana, Ill.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the Shellabarger Elvtr. Co. at this station, paying \$13,600. M. C. Cooper will be mgr.

Kaser sta., Carrollton p. o., Ill.—The elvtr. of the Kaser Co-operative Co. was completed and opened for business July 12. Sixty loads were received on that day.

Viriden, Ill.—James Bradway of Macon has succeeded Arthur Harris as mgr. of the Viriden Grain Co., Mr. Harris resigning. Mr. Bradway was a former mgr. at this elvtr.

Paris, Ill.—We expect to remodel our elvtr. here and cover it with corrugated iron. We are now covering our elvtrs. at Mays and Dudley with corrugated iron.—Rudy & Co.

Kidder sta., Paris p. o., Ill.—F. L. Kidder & Co. are building a 150,000-bu. elvtr. with 21 dumps. The building will be completed in a few weeks and its capacity will be doubled next spring.—S.

Sidney, Ill.—The Sidney Grain Co. has leased the elvtr. recently operated by S. A. Long, known as the Porterfield Elvtr. The elvtr. will be repaired and put into shape for the handling of ear corn.

Petersburg, Ill.—F. C. Wilson of Virginia has leased the elvtr. of D. S. Frackelton & Co. and the elvtr. of the Five Point Farmers Elvtr. Co. at Five Point sta., Wilkinson p. o., just south of here.

Shelbyville, Ill.—Root & Westervelt are the only grain dealers doing business here now. The elvtr. formerly owned by the Shelbyville Grain & Elvtr. Co. is owned by S. W. Moberly and is not being operated.

Foosland, Ill.—The elvtr. of G. A. DeLong is being thoroughly overhauled, a new boot and leg being installed and the drags repaired. A manlift will also be added to the equipment and the building will be repainted.

Wellington, Ill.—Boughton Bros. have installed a new 20-h.p. oil engine in place of the old gasoline engine they have been using. The new engine will be housed in a new concrete engine room detached from the elvtr.

Mays sta., Paris p. o., Ill.—The elvtr. of F. L. Kidder & Co. at this station is 90x210 ft. and has a capacity of 300,000 bus. and is equipped with 3 driveways and 43 dumps. This is the record number of dumps in one elvtr.—S.

Latham, Ill.—Kautz & Maus will soon commence the erection of a 15,000-bu. capacity ear corn elvtr. The house will have 2 stands of elvtrs., 2 drags, 1 dump, automatic scale and loading spout. The Decatur Construction Co. will do the work.

Watkins sta., Farmers City p. o., Ill.—I have put in a new concrete scale foundation, built a new coal house and repainted my elvtr. and other buildings. Am carrying a stock of general merchandise with my grain and coal business.—T. F. Grady.

San Jose, Ill.—A temporary organization of a farmers elvtr. company has been effected by farmers west of this city and an effort will be made to make it a permanent company at a later date. Hopper Ingersoll is pres. and Henry Warner sec'y of the new organization.

Champaign, Ill.—Lightning struck the power house of my elvtr., June 28, at Staley, burned out the motor and set fire to the buildings. Some tools, timbers and supports were burned, but as the power house was of concrete and brick the fire did not spread and was quickly extinguished when discovered. The loss amounted to \$400, fully covered by insurance with the exception of the damage to the motor.—F. R. Ludwig.

Franklin Grove, Ill.—We have let the contract for the remodeling of our elvtr. and the building of an addition, to the Burrell Engineering & Constr. Co. We will add 16,000 bus. storage and install a dump, cleaner and car puller.—W. A. Pegram, mgr. Farmers Elvtr. Co.

Gibson City, Ill.—A new trial has been granted in the suit of Jens Jensen, who is seeking to recover damages for a quantity of grain alleged to have been sold to the Shellabarger Elvtr. Co., the defendant, prior to the burning of the company's elvtr. Jensen won on the first trial.

Baker sta., Leland p. o., Ill.—Officers of the recently organized Farmers Elvtr. Co. are: M. A. Warren, pres.; Jos. Miller, vice-pres.; Jasper Miller, sec'y, and Andre Ohme, treas. Leonard Baker, former mgr. for Ed Farley will continue in charge of the elvtr., which has been purchased by the new company.

Chrisman, Ill.—The elvtrs. formerly owned by F. K. Thayer, located on the Big Four at Chrisman, Ill., and Scotts Crossing, have been sold to R. L. Waldruff, and they will be operated by The Hartley Elvtr. Co. of Chrisman, which is composed of A. K. Hartley, R. L. Waldruff and myself.—Oscar Jones.

Dana, Ill.—Clayton F. Coon of Steward is now mgr. for the Farmers Elvtr. Co. Officers of the new company are: M. F. Bane, pres.; Al Clark, sec'y, and Geo. Klendworth, treas. The elvtr. recently purchased from P. E. Beutke has been thoroughly overhauled and repaired and will be used for the present. A new house will probably be built next year.

Decatur, Ill.—J. M. Allen has resigned as sec'y of the Chamber of Commerce and will succeed W. L. Shellabarger in charge of the local interest of that company. Sec'y Shellabarger will go to Salina, Kan., to take charge of the sales dept. and elvtrs. of the company in Kansas. John M. Byrne will succeed Mr. Allen as sec'y of the Chamber of Commerce.

Bloomington, Ill.—A district mgrs. meeting and banquet was held at the Illinois Hotel, July 10, by the mgrs. of Farmers Elvtr. Companies in the 4 counties surrounding this city. Geo. W. Hunt of Hudson was chairman of the meeting and was later elected pres., with C. H. Pratt of Cropsey, sec'y. About 40 mgrs. were present and many of them made short and interesting talks. A vote was taken on the storage proposition and the results showed that the greater majority store grain.

Springfield, Ill.—The public utility act approved by Governor Dunne June 30, will become effective Jan. 1, 1914, and will embrace corporations, firms or individuals engaged in the public storage or warehousing of goods. The law will be administered by a commission of five members, succeeding the Illinois Railroad & Warehouse Commission. The commission has power to prescribe uniform systems of accounts to be kept by warehousemen. Section 52 provides that every railroad company shall upon reasonable notice furnish suitable cars for transportation of freight. In case of insufficiency of cars those available shall be distributed among the several applicants in proportion to their respective immediate requirements. The commission will have power to establish storage rates and demurrage rules.

CHICAGO NOTES.

Ware & Leland have moved their telagrat room into more commodious quarters on the second floor of the Royal Insurance Bldg.

Frank A. Maurer, formerly associated with the defunct firm of Irwin, Green & Co., shot and killed himself, July 8, on the wooded island in Jackson Park.

CHICAGO CALLERS: Chas. T. Pierce, Van Wert, O.; Kenton D. Kellholz and C. F. Doud of Southworth Bros., Toledo, O.; H. F. Brueggeman, Frankfort, Ill.

The first car of new barley to reach this market arrived July 19 from southern Illinois and graded No. 4. Last year the first barley came from Iowa on July 22 and graded No. 3.

The first new oats to reach this market arrived July 21 from Illinois, grading standard and weighing 32 lbs. per bu. The price was 40 $\frac{3}{4}$ c. The first car arrived last year on July 1.

Moses Rothschild Co. incorporated to do a grain brokerage and commission business; capital stock, \$25,000; incorporators, Moses Rothschild, Caroline Rothschild and James S. McClellan.

The first car of new rye to reach this market arrived July 14, consigned to W. H. Perrine & Co. from Witham, Mo. It graded No. 2 and sold for 63c. The first new rye of 1912 arrived July 24.

Wm. Woody, a negro in charge of the coat room of the Board of Trade, suddenly became violently insane, July 18, just before the board opened and threatened to shoot another attendant who was cleaning the blackboards. He was disarmed with difficulty and taken to the detention hospital. He has been employed on the board for years.

Chas. W. Leland, brother of E. F. Leland of Ware & Leland, died July 11, following an operation for stomach trouble from which he had been suffering for some time. He was 44 years old and altho not a member of the Board of Trade, was well known to the grain trade, having been employed in his brother's office for the last 12 years.

The Chicago & Grand Trunk Ry. has let the contract to James Stewart & Co., Inc., for twelve concrete bins of 300,000 bus. storage capacity to adjoin its wood elvtr. at Elsdon. The working house will be overhauled, enlarged and 3 new legs of 7,000 bus. elvtg. capacity added. Two bleachers, spouting and conveyors will be added. The elvtr. is operated by the Hooper Grain Co.

The State Civil Service Commission is attempting to oust 22 republican employees of the state food and grain dept., alleging that they are not legally in office because the appointments were made by Gov. Deneen after midnight of June 30, at which time the new civil service law was in effect. The men claim that the appointments were made before the act became effective and that the whole matter is merely a political fight to make room for the new party men.

A new proposition for a new Board of Trade Bldg. has been submitted to the directors of the board and the matter is again being agitated. The need of a new building is great and it is that that members will soon be asked to pass on two plans, one of them calling for a regulation sky scraper building on the present site, the other providing for a monumental building on the front half of the lot facing Jackson boulevard to contain the exchange hall, executive offices, etc., and a 16-story office building on the rear end of the lot.

Receipts of grain at Chicago during June included 2,167,000 bus. of wheat, 16,302,000 of corn, 16,583,000 of oats, 2,322,000 of barley and 126,000 bus. of rye; compared with 506,300 bus. of wheat, 12,880,650 of corn, 5,979,300 of oats, 426,800 of barley and 71,000 bus. of rye received during June, 1912. Shipments for the month included 4,055,000 bus. of wheat, 7,242,000 of corn, 9,235,000 of oats, 305,000 of barley and 28,000 bus. of rye; compared with 2,127,200 bus. of wheat, 8,191,250 of corn, 7,106,700 of oats, 23,200 of barley and 89,800 bus. of rye shipped during June, 1912.

Application for membership in the Board of Trade has been made by Earle G. Rapp, Watson S. Moore, Wm. Mills and Robt. J. Reid. The application of Willis F. Counselman was held over by the directors. This is the second application he has made since he sold his membership and considerable opposition is reported. Ed S. Sheridan and Thos. E. Moran have been admitted to membership and the memberships of Jos. J. Lippert, Wm. I. Hutchinson, J. M. Phillips, Jas. P. Taylor, Ed Mooers and the estates of Geo. A. Rhodes and John Mullally have been posted for transfer. Memberships are quoted at \$2.150 net to buyer.

J. H. Wheeler, who for the last four years has been with E. W. Bailey & Co., and for 15 years was with Montague, is now with Rumsey & Co., in the cash grain dept. Mr. Wheeler is popular on the floor and recognized as a salesman of unusual ability.

The expense bills, or copies of the same, covering grain received via the A., T. & Santa Fe, C. & A., C. & E. I., Ill. Cent. and Wabash railroads should be retained when the final destination of such grain is Chicago, or when the grain represented by such expense bills is forwarded via lake. The above carriers do not absorb switching charges on grain and the expense bills will be available for reparation claims of such switching charges in the event that a favorable decision is rendered in our case now pending against these carriers before the Interstate Commerce Commission.—W. M. Hopkins, mgr. Board of Trade Transportation Dept.

INDIANA.

Carlisle, Ind.—I have succeeded Jas. McConnell.—Ben B. Evans.

Bunker Hill, Ind.—We have succeeded J. M. Couchier & Co.—Furr & Cohee.

Eaton, Ind.—We are installing a 20-h.p. electric motor in our elvtr.—Haller & Walker.

Bluffton, Ind.—I expect to cover my elvtr. with a new metal roof.—Frank Stafford.

Princeton, Ind.—Alfred Mauck, formerly in the grain trade, died June 28 at the age of 88.

Shideler, Ind.—We are installing a 25-h.p. electric motor in our elvtr.—Haller & Walker.

Orestes, Ind.—We have installed a 20-h.p. electric motor in our elvtr.—Urmston Grain Co.

Hazlerigg, Ind.—We contemplate the erection of some new coal bins.—Whiteman Bros.

Monroeville, Ind.—We expect to repair our dumps and put in new elvtr. legs.—Clem & Shafer.

Rob Roy sta., Attica p. o., Ind.—H. L. Harrington has bot a No. 4 Side Hopper Boss Car Loader.

Thorntown, Ind.—We have put in rope drive and have remodeled our engine room.—Stall & McCorkle.

Windfall, Ind.—We expect to install an electric motor in our elvtr. as soon as possible.—Urmston Grain Co.

Valparaiso, Ind.—The Nickel Grain Co. is installing scales, repairing spouts and completely overhauling its elvtr.

Bentonville, Ind.—T. J. Connell of Milton has bot a half interest in the elvtr. of John Hazlerigg at this station.

Cambria, Ind.—The elvtr. of J. R. Beach & Son is being overhauled and repaired and will be ready to receive the new crop.

Hobbs, Ind.—We have just installed a new feed grinder and have also installed a seed recleaner.—John R. House & Son.

Rochester, Ind.—Wm. H. Deniston is building a new office. A new scale and a 20-h.p. electric motor are being installed.

Farmland, Ind.—We have installed a 15-h.p. motor in our elvtr. and it is working fine.—Leo Barker, mgr. Goodrich Bros Hay & Grain Co.

New Ross, Ind.—We contemplate installing an automatic scale, but have not decided on what kind we want.—N. A. Wall, mgr. New Ross Grain Co.

Bluffton, Ind.—The elvtr. formerly belonging to Stutsman & Reinhardt is closed. It belongs to some parties in Chicago who obtained it on a trade.—S.

Jamestown, Ind.—We have put a concrete base under our coal bins and generally remodeled all of them.—C. L. Stafford, mgr. Stafford Grain Co.

Sheldon, Ind.—We are going to increase our bin room and repair our dumps to increase our handling capacity.—Wesley Swank, mgr. Farmers Grain Co.

Denver, Ind.—O. Gandy & Co. have installed a Mattoon Car Loader.

West Lebanon, Ind.—Chas. Groff of Marshfield bot the elvtr. of Ira Cadwalader, July 4, and is now in possession.

Rochester, Ind.—The storm of July 17 unroofed my elvtr., known as the Erie Elvtr. An entire new roof has been put on and the house is in operation.—W. J. Leiter.

Milford, Ind.—I bot the elvtr. and mill of Ogden & Miles recently and will make repairs, putting in new dump and leg. I will also build an ear corn crib.—J. D. Baumgartner.

Carmel, Ind.—As soon after harvest as possible we will install an entirely new set of feed grinding machinery. We have not decided on what make of machinery we will buy.—R. J. Follett & Co.

Indianapolis, Ind.—The Files-Thompson Co. incorporated to operate in grains; capital stock, \$25,000; incorporators, A. W. Thompson, A. F. Files, W. J. Mercer, Henry Hoyt, Jr., and F. M. Springer.

Evansville, Ind.—The laws in reference to the buying of grain will be rigidly enforced by City Sealer John C. Wallenmeyer. Among other provisions in the law is one forbidding the use of less than a $\frac{1}{2}$ bu. scale in testing wheat.

Summitville, Ind.—On July 19 the Windfall Grain Co. succeeded J. P. Shoemaker. The deal was made and completed the same day and possession given at once. The business will be managed by the Urmston Grain Co., from Tipton, Ind.—S.

Swanington, Ind.—On June 18, a spark from the engine of the Big 4 local set fire to one of my ear corn bins. The fire spread to the office and destroyed it together with my scales. The elvtr., 150 ft. distant, was not in danger.—J. W. McConnell.

Indianapolis, Ind.—The National Elvtr. Co. which was dissolved as stated in this column, July 10, is a separate corporation, but there has been no change in its business and it continues to operate under the name of the National Elvtr. as a branch of the American Hominy Co.—National Elvtr. Co.

Indianapolis, Ind.—Wm. H. Howard was unanimously re-elected sec'y of the Board of Trade at a recent meeting of the governing com'te. Preferred stock to the amount of \$3,000 was ordered retired and a dividend of 1 $\frac{1}{2}$ per cent was declared on the common stock.

Bluffton, Ind.—H. H. Deam of this city, who has for many years been identified with the grain interests of the state, has been elected pres. of the Michigan-Ohio-Indiana Coal Ass'n. Mr. Deam is a member of the recently organized Studebaker Grain & Seed Co. and has been prominent in ass'n work for many years.

La Fayette, Ind.—The grain dealers and elvtr. men held a second conference in this city July 11, and decided to discontinue storing grain in the elvtrs. for farmer patrons. Under the new public service commission law it was not that advisable to continue the custom. Sec'y Riley of the Indiana Grain Dealers Ass'n and Pres. Bert A. Boyd of the Indianapolis Board of Trade, were present, the attendance numbering 100.

Indianapolis, Ind.—About 80 millers and grain dealers have qualified to store grain under the terms of the Spencer-Shively Utility Act. The commissioners have decided to allow the exchange of grain for flour, ruling that a man who had made a deposit of grain and obtained a credit of flour had the right to take out the flour as he needed it. On July 17 the commission ruled that free storage is contrary to the Spencer-Shively Act, and charges should be made to all persons depositing grain or other personal property for storage. According to this, Indiana farmers must sell their grain as they deliver it, as the commission will not permit dealers to store free grain during the period the farmer is hauling it to market. In other

words, the grain buyer must buy the grain before the farmer starts to haul or else buy each load at the market the day it is received.

IOWA.

Modale, Ia.—The Independent Grain Co. is out of business.

Baxter, Ia.—The S. E. Squires Grain Co. has painted its elvtr.

Osage, Ia.—I have traded my elvtr. for some land.—C. J. Mast.

Fernald, Ia.—H. S. Fleagle is now mgr. of the Farmers Grain Co.

Waterloo, Ia.—C. H. Tiffany will engage in the grain and seed business.

Thor, Ia.—T. S. Rogdo will become mgr. of the Farmers Elvtr. Co., Aug. 1.

Lamoni, Ia.—The Farmers Grain & Seed Co. is building a 22x32 ft. addition to its elvtr.

Carson, Ia.—R. Hammock has leased a site on the C., B. & Q. and will build an elvtr.

Waterloo, Ia.—C. S. Bennett has brot his family to this city and will make it his future home.

Flugstad, Ia.—Henry Houskin succeeded W. F. Maywald as mgr. of the Farmers Elvtr. Co., July 1.

Northwood, Ia.—E. S. Linter has succeeded H. P. Rassmussen as mgr. of the Farmers Elvtr. Co.

Galion, R. D. Atlantic, Ia.—J. A. Campbell & Son of Atlantic are building an elvtr. at this station.

Mallard, Ia.—The Steil Hay Co. has bot the elvtr. of De Wolf & Wells and will put it into first class condition.

Gilmore City, Ia.—G. F. Neel has succeeded Gus Doeringfell as mgr. of the Gilmore Grain & Elvtr. Co.

Charles City, Ia.—The elvtr. of the Farmers Elvtr. Co. is being repainted and new machinery will be installed.

Renwick, Ia.—F. O. Ray has resigned as mgr. of the Farmers Exchange to take charge of an elvtr. in Toledo, Ia.

Pocahontas, Ia.—The Pocahontas Grain Co. will install an electric car puller and make other improvements in its elvtr.

Tabor, Ia.—Wilbur Goy is building a 5,000-bu. elvtr. on the T. & N. Ry. and will equip it with up-to-date machinery.

Everly, Ia.—Rudolph Moeller is now in charge of the elvtr. of F. W. Roberts, Mr. Roberts having gone to Berwick, Pa., for a visit.

Marshalltown, Ia.—Taylor & Patton of Des Moines have taken over the business of L. G. Clay and Max Patton will be in charge.

Hampton, Ia.—C. J. Imbolt, who recently bot Jacob Pohls' elvtr., has leased a home here and will bring his family to this city.

Jesup, Ia.—The work of demolishing the old elvtr. of Chas. Spike & Co. has been commenced and the new house will be built at once.

Fernald, Ia.—Farmers Grain Co. incorporated; capital stock, \$10,000; incorporators, J. Farley, H. G. Handsaker, J. H. S. Fleagle and others.

Milford, Ia.—Anderson & Alberts have bot the elvtr. of Rasmussen Bros., who will retire after 31 years in the grain business at this station.

Atlantic, Ia.—G. H. Bunton has leased the elvtr. of A. A. Mickel, formerly operated by the Farmers Grain Co., possession being given July 15.

Nodaway, Ia.—Since the old Cummings Elvtr. was wrecked several years ago there has been no elvtr. here, but John Strain is now building a house.

Oxford, Ia.—Our new elvtr. will have a capacity of 20,000 bus. and will be equipped with Richardson Automatic Scale, Manlift and Western Sheller and Cleaner. All bins will be hopped and the house will be completed Aug. 1. The Newell Const. Co. has the contract. Our old house burned Apr. 22.—E. D. Jones.

Denison, Ia.—The new 40x40x100 ft. elvtr. of the Doud Mlg. Co. has been completed.

Bristow, Ia.—Charles Schrage has resigned as mgr. of the elvtr. of J. T. Cook.

Hanna, Ia.—Fred Will is interested in the organization of a farmers elvtr. company.

Stockport, Ia.—The old elvtr. of Yost & Morley has been wrecked and a new house will be built.

Eagle Grove, Ia.—The Farmers Elvtr. Co. will install a new engine and may put in an automatic scale.

Calamus, Ia.—The Farmers Elvtr. Co. has bot one of the elvtrs. of F. Mueller & Son and will take possession Aug. 1.

Clarinda, Ia.—The new elvtr. of Shambaugh & Son has been completed and the plant now has a capacity of 100,000 bus.

State Center, Ia.—The Quaker Oats Co. will let contract at an early date for an elvtr. to replace the house burned June 4.

Potter sta., Tama p. o., Ia.—The elvtr. of O. P. Beale & Co. has been moved to a new site and is now in operation. A new dump will be installed.

Geneva, Ia.—S. A. Nelson of Rock Rapids has succeeded E. F. Froning as mgr. of the Farmers Elvtr. Co., Mr. Froning resigning to enter other business.

Eldora, Ia.—I. H. Merrick has bot the Northwestern Elvtr. of John H. Barlow, taking possession July 12. Chas. Merrick will manage the elvtr. for his father.

Audubon, Ia.—A. J. Leake has bot out his partner's interest in the firm of Burnside and Leake, Mr. Burnside retiring on account of ill health after 34 years in the business.

Clayton, Ia.—The Milwaukee Elvtr. burned July 12. The blaze started from a spark from a passing engine and spread to adjacent property, causing a total loss of \$10,000.

Nora Springs, Ia.—The Farmers Elvtr. & Supply Co. has been organized with a capital stock of \$5,000. F. K. Bohme, S. M. Davis, W. G. Bell, C. H. Boeck and Ira Roberts are interested.

Charter Oak, Ia.—We have sold our business here and will be out of the grain and coal business for the present, but may take it up again when we find another good location.—W. Mair & Co.

Reeve, R. D. Hampton, Ia.—As the elvtr. recently destroyed by a cyclone is not to be rebuilt by the company owning it, farmers are interested in the organization of a company to build a house.

Orient, Ia.—Having been in the grain business at this place for 35 years, I came to the conclusion that it was time to retire and sold my elvtr. and coal business to Sumner White.—M. Hennessy.

Sac City, Ia.—Ira Conger, an old grain man of Iowa, recently purchased a quantity of cactus cuttings at Los Banos, Cal., and will plant them on his ranch, where he has over 1,000 plants already growing.

Burlington, Ia.—The Trans-Mississippi Grain Co. of Omaha has leased the B. & M. Elvtr. of the Burlington Ry. Co. for a period of 5 years and will begin to operate it Aug. 1. The elvtr. is being repaired and the machinery overhauled.

Cleves, Ia.—D. J. Peters of Wellsburg has bot the elvtr., coal and lumber yards of the estate of Martin Janssen, paying \$7,000. Farmers made an attempt to organize a company to take over the plant, but a sufficient number did not subscribe.

Grand Junction, Ia.—The Junction Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, J. J. Gannon, pres.; J. S. Blanshaw, vice-pres.; C. L. Joy, sec'y, and M. C. Howard, treas. The new company has bot the elvtr. of F. C. Harvey. V. J. Olson is mgr.

Menlo, Ia.—The total loss on my elvtr. in the fire in the driveway, June 20, amounted to \$200, which was fully covered by insurance. Only the west driveway and some siding was burned, prompt action saving the elvtr. I have rebuilt the driveway and the building is now in good shape.—C. A. Wildman.

Rockford, Ia.—The safe in the elvtr. of the Farmers Elvtr. Co. was demolished by burglars, July 5, but only \$11 was stolen.

Moneta, Ia.—C. W. Jones has succeeded Alf. Anderson as mgr. of the Farmers Elvtr. Co., Mr. Anderson having resigned.

Leon, Ia.—The Biddison Coal & Grain Co. has bot a set of wagon scales and is installing them.

Ellsworth, Ia.—We have let contract for an up-to-date elvtr. to the Newell Constr. Co. The house will be 24x29x40 ft., 2x6 cribbing being used for 12 ft. and 2x4 for 28 ft. The equipment will include a Richardson Automatic Scale and a manlift. Work will be commenced as soon as the material is on the ground.—Reynolds & Rude.

Hartley, Ia.—The big web belt in the elvtr. of Scott Logan caught fire recently and was destroyed, the loss amounting to \$50. C. H. Betts, mgr., noticed the fire and seizing a few bags of flour, threw them with such good aim as to smother the blaze. His right hand and arm were badly burned, but the elvtr. was saved.

Le Mars, Ia.—The mgrs. of Farmers Elvtr. Companies of the Northwest district of Iowa, held a meeting at this point July 9, Pres. H. J. Huibregtse of Hull, presiding. A. J. Fritts of Rock Valley was appointed sec'y pro tem, in the absence of Sec'y Frank Sloan of Sheldon. Questions of interest to the mgrs. were discussed. The next meeting of the ass'n will be held at Alton, Oct. 29.

Milford, Ia.—The elvtr. of K. S. Meyers, containing 6,000 bus. of wheat, oats, barley, rye and shelled corn, burned at 1 p. m., July 8, the fire starting in the engine room; loss on building, \$6,000; insurance on grain, \$2,000. Only a small amount of insurance was carried on the building. The elvtr. was built 18 years ago and will be replaced with an up-to-date house, work to be started at once.

Gilman, Ia.—The elvtr. of Farmers Elvtr. Co., containing 1,000 bus. of wheat and 2,000 bus. of oats, burned to the ground at 10 a. m., July 8; loss, \$6,600; insurance, \$3,000. Two cars of wheat and oats on a siding near the elvtr. also burned. The blaze is that to have been caused by a spark from a passing M. & St. L. engine, and had gained such headway when discovered that nothing could be done to save the building. The elvtr. formerly belonged to Willson & Jacobson.

KANSAS.

Niles, Kan.—The Murphy Grain Co. will install a Mattoon Car Loader.

Fredonia, Kan.—Hampton Bros. have installed a No. 8 Boss Car Loader.

Herkimer, Kan.—Raemer & Meier are installing a Mattoon Car Loader.

Pratt, Kan.—Chas. Cooper has leased the elvtr. of the Farmers Union Grain & Coal Co.

Ellsworth, Kan.—S. C. Groth has replaced his shingle roof with a metal one.—M.

Stafford, Kan.—The elvtr. of the Farmers Elvtr. Co. is being repaired and improved.

Ogallah, Kan.—The office of the Ross & Waldo Elvtr. was wrecked by a tornado July 4.

Cheney, Kan.—The Cheney Mill & Power Co. has installed a No. 12 Boss Car Loader.

Independence, Kan.—The Bowen Mlg. Co. has sold its elvtr. to the Kansas Flour Mills Co.

Olathe, Kan.—The elvtr. of the Hadley Mlg. Co. has been completed and is receiving grain.

Salina, Kan.—A gas engine will be installed in the elvtr. of the Shellabarger Mill & Elvtr. Co.

Silica, Kan.—The Ellinwood Grain & Supply Co. has bot a No. 3 Side Hopper Boss Car Loader.

Russell, Kan.—M. I. Thielen has resigned his position with the A. J. Poor Grain Co. and will manage an elvtr. at Lucas.

Kiro sta., Silver Lake p. o., Kan.—The Kiro Merc. Co. has installed a new scale.

Solomon, Kan.—Mr. Henning is now mgr. for the Kansas Grain & Flour Mills Co.

Falun, Kan.—G. E. Forsse has bot his father's interest in the firm of Forsse & Son.

Kiowa, Kan.—H. Kaufman of Wichita has leased the elvtr. of W. W. Miller & Son.

Coldwater, Kan.—I am with the Miller Grain Co. at this station. The elvtr. was completed here July 1.—Earl Martin.

Lyons, Kan.—The Lyons Mlg. Co. has completed its 40,000-bu. storage tank and now has a total capacity of 150,000 bu.

Kingsdown, Kan.—C. D. Jennings has moved his elvtr. up to the railroad siding and built a new power house in connection.—M.

Leavenworth, Kan.—The J. C. Lysle Mlg. Co. has just completed building an additional story to both cleaning house and warehouse.

Wilson, Kan.—The Farmers Elvtr. Co. incorporated; capital stock, \$7,500. The new company succeeds the Wilson Elvtr. & Com'n Co.

Larkinsburg, Kan.—We are building an 8,000-bu. elvtr. to replace the house burned last November.—J. W. Bowser, agt. Western Elvtr. Co.

Harveyville, Kan.—F. B. Bonebrake, operating as the Osage City Elvtr. Co., will now operate under the name of the Harveyville Grain Co.

Protection, Kan.—The Farmers Flour, Feed, Grain & Fuel Co. is installing a Fairbank-Morse Engine in its elvtr. and has sold its motors.

Coffeyville, Kan.—The Wilson Elvtr. Co. incorporated; incorporators, A. E. Wilson, R. K. Long, V. D. Wilson, W. H. Shepard and T. E. Wagstaff.

Millerton, Kan.—Smith & Barry have just completed their 9,000-bu. elvtr. The equipment includes an automatic scale and a 5-h.p. gas engine.—M.

St. John, Kan.—Roy Hacker, for several years with the El Reno Mill & Elvtr. Co., at El Reno, is now mgr. of the Kansas Mlg. Co. at this station.

Sylvan Grove, Kan.—M. E. Wunderlich has added a combination flour mill to grind one barrel an hour, to his elvtr. equipment.—Latto & Robinson.

Alma, Kan.—W. J. Rickenhacker and W. H. Chamberlain have bot the interest of L. Palenske in the elvtr. and mill and will form a company to operate it.

Jewell City, Kan.—Lightning struck the elvtr. of Hill & Cheers, recently purchased from C. S. Edwards, on the morning of July 9, causing a loss of about \$10.

Colwich, Kan.—The Farmers Elvtr. Co. has bot the elvtr. of the Imboden Mlg. Co., and Nic Seiverd is mgr.—J. C. S. Knoblauch, mgr. Farmers Elvtr. Co., Goddard, Kan.

Hutchinson, Kan.—The Liberal Elvtr. Co. is building a 125,000-bu. concrete tank elvtr. Equipment will include a P. & R. separator. Morrison Bros. have the contract.

Aitwood, Kan.—N. E. Gailey of Dodge City is now mgr. for the Farmers Elvtr., Grain, L. S. & Supply Co. The elvtr. is being repaired and will be ready for the new crop.

Lebo, Kan.—John M. Black has just completed an 18,000-bu. elvtr., equipped with up-to-date machinery and 50-h.p. Fairbanks Oil Engine. The Van Ness Const. Co. had the contract.

White Cloud, Kan.—W. C. Harkins has succeeded T. R. Van Valkenburgh as pres. and gen. mgr. of the White Cloud Mlg. & Elvtr. Co., and Geo. Shoenberger is sec'y, succeeding E. S. Van Valkenburgh.

Wichita, Kan.—The receipt of 197 cars of wheat July 14, established a new record for receipts on the Board of Trade, the receipts a year ago being 88 cars. About 2/3ds of the big shipment was new wheat.

Hutchinson, Kan.—The elvtr. of the O'Neill, Kaufman, Pettit Co., now operated by the L. H. Pettit Grain Co., was struck by lightning July 18 and burned to the ground. The building was iron clad with metal roof.

Haven, Kan.—C. B. Copeland and two other stockholders of the Farmers Elvtr. Co. have bot suit against the company to restrain a dividend which the officers declared, in which only part of the stockholders wud share.

Englewood, Kan.—Floyd Rifner, while working in the elvtr. of the Farmers Grain & Supply Co., caught his left arm in belt to the gasoline engine, the arm being torn off at the shoulder, and died later at a hospital in Wichita.

Calista, Kan.—The Calista Grain & Coal Co. is a farmers company. We have bot the elvtr. of John Arrington. Our officers are: E. L. Greenleaf, pres.; P. J. Sheahan, vice-pres., and P. H. McKenna, sec'y.—Carl N. Conghleton, mgr.

Kiro sta., Silver Lake p. o., Kan.—We have been having a great deal of trouble at this point in securing cars from the U. P. R. R. Co. We have been full and closed more than half the time.—A. Boyce Forbes, mgr. Kiro Merc. Co.

Topeka, Kan.—The headquarters of the Kansas State Grain Grading Com'n have been moved from Kansas City, Kan., to this city. The office at that point will be abandoned and Chief Inspector Ross will have his office in the state house.

Greensburg, Kan.—Since the dissolution of the Rixon Grain Co., I have operated the elvtr. here as the Greensburg Grain Co. I will also operate a house at Joy, a station out of here.—Henry W. Wacker. Mr. Wacker has installed an electric motor.

Mitchell, Kan.—Lightning struck the elvtr. of Mitchell Grain & Supply Co. at 4:30 a. m., July 9, entering near the top at the north gable, running down and bursting out thru side of the building. It also splintered a few rafters and loosened the shingles.—M.

Topeka, Kan.—A. H. Bennett, head of the Bennett Com'n Co., and former vice-pres. of the Kansas Grain Dealers Ass'n, has succeeded W. C. Brown as pres. of the ass'n, Mr. Brown having sold his elvtr. at Beloit, Kan., to the Farmers Elvtr. Co. and retired from the grain business.

Zurich, Kan.—M. S. Graham is building an 18,000-bu. elvtr. to replace the one burned recently, studded construction, iron clad, equipped with 8-h.p. Fairbanks Engine, 5-ton Howe Wagon Scale, 1,000-bu. Richardson Automatic Scale and Van Ness Manlift. The Van Ness Const. Co. has the contract.

Wilmore, Kan.—The Kemper Grain Co. of Wichita is made defendant in a suit bot by E. N. Redfield of this city, who alleges that the grain company ruined his credit by persecuting him. He asks for \$500 and claims that the defendants caused some of his property to be seized, tho it was released later.

Wichita, Kan.—The new pres. and directors of the Board of Trade are in favor of the organization of a Board of Trade sampling and grain inspection dept., and a com'te has been appointed to formulate plans for the creation of the dept. The com'te will report at the next meeting and it is believed that at the time definite steps will be taken to form a dept. of this kind to be operated under the supervision of the exchange.

Atchison, Kan.—The Supreme Court of Kansas recently decided that grain elvtrs. where machinery is used for the purpose of converting grain into new or different forms are manufacturing establishments within the scope of the factory court, and affirmed the ruling of the district court in awarding damages to Jennie Buchanan, widow of E. E. Buchanan, against the Blair Mlg. Co. Buchanan died as the result of getting caught in the machinery

in the elvtr. The company claimed that a grain elvtr. is not a manufactory in the meaning of the factory law.

Wellsford, Kan.—The Rixon Grain Co. has been dissolved, Henry W. Wacker taking the elvtr. at Greensburg, which he operates as the Greensburg Grain Co., and I the elvtr. at this station, known as the Larabee Mills Co. house, which I am operating under the old name of the Rixon Grain Co. I am in charge here, myself.—C. R. Rixon.

Osage City, Kan.—Osage City Grain & Elvtr. Co., of which F. M. Miller is prop., is building an 18,000-bu. elvtr. to replace the one burned May 12. The equipment will include 25-h.p. motor, Western Cleaner, Bowsher Feed Mill, Van Ness Manlift, rope drive and 1,000-bu. Richardson Automatic Scale. The Van Ness Const. Co. is doing the work.

Penalosa, Kan.—The J. W. Craig Grain Co. of Wichita bot the site of the elvtr. of the W. T. Shute Grain Co. that burned last November, and has built an up-to-date elvtr. The equipment includes an automatic loading scale, manlift and 8-h.p. gas engine. The building is covered with galvanized iron. The Farmers Grain Co. and our company have overhauled our scales, put in new spouting and made other repairs. Both houses are now in first class shape to handle the new crop.—R. W. Cleveland, agt. Pacific Elvtr. Co.

Topeka, Kan.—The following have recently been admitted to membership in the Kansas Grain Dealers Ass'n: Dazey-Moore Grain Co., Wichita; W. T. Hacker, Wichita; E. A. Tripp, Herington; Hugoton Elvtr. Co., Hugoton; Grain Belt Elvtr. Co., Spearville; W. D. Gwin Grain & Coal Co., Lawrence; Farmers Co-Operative Mill & Elvtr. Co., Concordia; R. W. Sanborn, Hewins; W. Bower & Son, Pomona; Osborne County Co-Operative Ass'n, Osborne; M. S. Mellor, Almena; Frank Montgomery, Stockton; Woodston Mercantile & Shipping Ass'n, Woodston; H. Thomas, Osborne; Johnson & Thierolf Mercantile Co., Solomon Rapids; C. E. Fritz, Rossville; F. A. Andrews, Rossville; Hays City Mill & Elvtr. Co., Hays City; Otis Lumber & Grain Co., Otis; S. D. Brumbaugh, Vesper; Lebanon Mill & Elvtr. Co., Lebanon; C. M. Dillon, Downs; Viola Grain Co., Viola; C. W. Bradshaw, Scottsville; Farmers Union Shipping Ass'n, Natoma; R. H. Wakefield, Cosby, Mo.; Richard Heinan, Gladstone, Neb.; Farmers Elvtr. & Alfalfa Mill Co., Minneapolis; Gregory Bros., Reynolds, Neb.; W. H. Mikesell, Rydal, and A. R. Anderson, Eudora.—E. J. Smiley, Sec'y.

Oneida, Kan.—The Supreme Court of Kansas has affirmed the judgment of the lower court in the case of the Oneida Farmers Shipping Ass'n against the St. Joe & G. I. R. R. Co. for failure on the part of the carrier to transport a number of grain cars from Oneida to Elwood. The defendant alleged that it was not liable as the contents of the car in question had been sold by the Elwood Grain Co. to move east of Elwood, thus making the shipment an interstate shipment. The suit was based on the state statute which provides a penalty of \$5 per day for failure on the part of any carrier operating in the state to receive and transport a shipment at the rate of not less than 50 miles per day of 24 hours, Sundays excepted. The Supreme Court held that whether the shipment be regarded as completed when the grain was unloaded into the elvtr. of the purchaser at Elwood, Kan., and therefore intrastate, or whether it was interstate in character, because of a custom and arrangement, of which the plaintiff had no notice or knowledge, which existed between the carrier and the owner of the elevator giving the latter "milling in transit" privileges and "proportional rates" on grain of like quality and quantity when reshipped to points outside the state, nevertheless the state, in the proper exercise of the police power, may enact and enforce reasonable regulations designed to prevent unnecessary delays in such transportation occurring within its borders.

KENTUCKY.

Nicollsville, Ky.—The elvtr. of C. S. Evans was slightly damaged by fire July 14.

Versailles, Ky.—Farmers have organized the Farmers Union Mill Co. and have built a new mill.—Wooldridge Bros.

Lexington, Ky.—The Elmendorf Coal & Feed Co. has completed its 100,000-bu. reinforced steel and concrete elvtr.

Louisville, Ky.—H. Verhoeff & Co. are remodeling the Hess drier in their plant and will have an up-to-date drier when the work is completed Aug. 1.

LOUISIANA.

Lake Charles, La.—R. C. Miller, pres. of Josey Miller & Co. of Beaumont, has secured a 2-acre site and will rush work on the elvtr. to be built by the company.

New Orleans, La.—The baseball teams of the Illinois Central Elvtrs. and the Texas & Pacific Elvtrs. played a game, July 5, the Texas & Pacific boys winning by a score of 31 to 6.

MARYLAND.

Baltimore, Md.—Richard Gambrell has applied for membership in the Chamber of Commerce.

Baltimore, Md.—The first new western wheat to reach this market arrived July 15 consigned to Frame, Knight & Co. from Ohio. The shipment comprised 8 cars and graded No. 2 red western.

Baltimore, Md.—W. R. Wilmer & Co. have succeeded Jas. J. Corner & Co., the new firm being composed of W. R. Wilmer and Harry Ewalt, both of whom were with the old firm for many years.

MICHIGAN.

Woodland, Mich.—Smith Bros., Velte & Co. have installed a cob crusher.

Reed City, Mich.—Curtis Bros. contemplate the installation of a small drier.

Three Oaks, Mich.—G. L. Miner has bot the grain business of Geo. L. Stevens.

Escanaba, Mich.—The elvtr. and warehouse of the A. & J. Grand Co. recently burned to the ground.

Carson City, Mich.—A 150-h.p. boiler has been installed by the Rockafellow Grain Co., replacing one of 90-h.p.

Bannister, Mich.—F. Kenneth burned his left arm and hand badly while extinguishing a fire in the local elvtr., caused by gasoline.

Greenleaf sta., Cass City p. o., Mich.—The Cass City Grain Co. will build an elvtr. at this station which is 9 miles from Cass City.

Battle Creek, Mich.—Altho we have moved our main office to Detroit, we will maintain an office here for a time.—McLane, Swift & Co.

Gladwin, Mich.—We are building a 100x 56 ft. warehouse addition which gives us 400 ft. under roof.—L. D. Smith, mgr. Gladwin Elvtr. Co.

St. John, Mich.—The elvtr. of John F. Parr will be moved intact across the tracks, and that of Chas. A. Sprague will be moved ten blocks east of its present site, to make room for the new depot and freight yards of the Grand Trunk.

Eaton Rapids, Mich.—Elvtr. men in this locality have served notice on the farmers that the custom of loaning grain bags for beans will have to be discontinued, due to the recent ruling of the jobbers and wholesalers, who refused absolutely to buy beans that are shipped in other than new bags

PROGRAM MICHIGAN HAY & GRAIN DEALERS ASS'N.

The annual meeting of the Michigan H. & G. D. A., will be held at Flint, Mich., July 30 and 31, with headquarters at Hotel Dresden. The convention will be called to order by Pres. Chas. Wolohan, of Birch Run at 10 a. m., July 30, and the morning

will be occupied with routine business, including the reports of officers and com'ites and the appointment of the nominating com'ite.

WEDNESDAY

JULY 30, 2 p. m.

"Buying Hay and Straw." W. H. Sturges, Flint, Mich.

"Car Door Loading that will represent entire Contents." Silas E. Champe, Detroit.

"Law making balers responsible for tag weights same as N. Y. State." L. H. Barlow, Crosswell, Mich.

"Organization, Why it Pays." J. Vining Taylor, sec'y National Hay Ass'n, John F. Coucier, sec'y G. D. N. A., T. P. Riddle, sec'y Tri-State Grain Producers & Shippers Ass'n and John L. Dexter, Detroit.

THURSDAY, 9 A. M.

"The Farm Product Grower vs. the Farm Product Buyer." Hon. James N. McBride, Burton, Albert Todd, Owosso.

"Allow Inspection. Should it mean car Door only or entire contents?" "How to Bill Shipments to Hold Carriers Responsible for Same?" Henry L. Goemann, Toledo. D. Mansfield, Remus.

THURSDAY, 2 P. M.

"Uniform size of bales and prices for baling." A. W. Cutler, Adrian, Mich.

"Official Inspection of Hay at Detroit and other Gateways." E. L. Richmond, Detroit. C. E. Bruce, Detroit.

MINNESOTA.

Pennock, Minn.—The elvtr. of the New London Mlg. Co. is closed.

Asbury sta., Maynard p. o., Minn.—The New London Mlg. Co. is erecting an elvtr.

Welcome, Minn.—I have succeeded E. G. Ely as mgr. of the Farmers Elvtr. Co.—Fred Stade.

Echo, Minn.—The Farmers Warehouse Ass'n bot the elvtr. of the Security Elvtr. Co. July 2.

Shelly, Minn.—The Shelly Elvtr. Stock & Lumber Co. has bot a new No. 12 Boss Car Loader.

Carlisle, Minn.—The elvtr. of the Farmers Elvtr. Co. will be closed until Aug. 1 while repairs are being made.

Springfield, Minn.—We have bot all of the elvtrs. of the Schmid & Anderson Grain Co.—North Star Grain Co.

Vermillion, Minn.—The elvtr. of Gergen & Wagner, containing a large quantity of grain, was struck by lightning July 18 and burned.

Breckenridge, Minn.—The Equity Elvtr. & Trading Co. has leased the elvtr. of Kelly & Morgan but will probably build an elvtr. later.

Ellsworth, Minn.—The Davenport Elvtr. Co. has completed its 35,000-bu. elvtr., the new house replacing the one burned Mar. 14.—E. A. Brown.

Hallock, Minn.—The St. Anthony & Dakota Elvtr. Co. is putting a concrete foundation under its elvtr. and building a new power house.

Richmond, Minn.—I have resigned as agt. of the Cargill Elvtr. Co. at Eckelson, N. D., and am now mgr. of the Richmond Flour Mill.—E. Worst.

Hutchinson, Minn.—We have put in new dump scales and are improving the elvtr., spending \$1,000 in repairs.—C. D. Hall, agt. Empire Elvtr. Co.

Duluth, Minn.—The Fraser-Smith Co., incorporated; capital stock \$60,000; incorporators M. W. Smith, J. F. Fraser and A. J. Kennebrook.

Waseca, Minn.—New officers of the Farmers Elvtr. & Merc. Ass'n are James Bryon, pres., Ed. Krassin, vice-pres., John W. Papke, sec'y and Henry Lower, treas.

Ivanhoe, Minn.—New officers of the Farmers Independent Elvtr. Co. are John Pukrop, pres., Chas. Aronson, vice-pres., M. J. Tykwinski, treas. and A. M. Matz, sec'y.

Blue Earth, Minn.—The Blue Earth Farmers Elvtr. Co. incorporated; capital stock \$15,000; incorporators Alfred D. Ogilvie, Walter Celke, T. E. Moore and others.

St. Cloud, Minn.—H. C. Ervin is replacing the cupola recently burned off his elvtr., and installing some new machinery. The Burrell Engineering & Constr. Co. is doing the work.

Le Sueur Center, Minn.—We have not yet decided as to the rebuilding of our elvtr. here. The total loss on the building amounted to \$5,000 and the loss on stock \$12,000.—Commander Elvtr. Co.

Revere, Minn.—The farmers have organized an elvtr. company here to buy one of the line houses and will be ready for business Aug. 1.—Thos. Mastersen, mgr. Farmers Elvtr. Co., Lambertson.

Chokio, Minn.—The Farmers Elvtr. Co. has been organized with the following officers: R. W. Keeler, pres.; W. J. Foley, vice-pres.; Peter Rieter, sec'y and treas. The new company will buy an elvtr.

Heron Lake, Minn.—The Benson Grain Co. is reported to have bot the site, office building, corn cribs and coal sheds of the St. John Grain Co., whose house burned June 26, and will build a feed mill.

Marietta, Minn.—The J. B. Waters Grain Co. is overhauling its elvtr., installing a new 16-h.p. engine, manlift, grinding outfit, engine house and other minor improvements.—F. L. Stone, pres. Farmers Elvtr. Co.

Marietta, Minn.—The Marietta Farmers Elvtr. Co. is removing its old stairway and installing a new manlift and will add two more small bins, which will increase the capacity about 1,000 bus.—F. L. Stone, pres.

Madison Lake, Minn.—The elvtr. of the Diamond Mills Co. has been painted and attractive signs put on. The Commander Elvtr. Co. has also painted its elvtr., put on signs and built an addition to the driveway.—J. Puetz, agt. Barth Co.

Paynesville, Minn.—The Farmers Elvtr. Co. has decided not to sell its elvtr. but to continue the business. New officers are W. C. Miller, pres., and Wm. Arndt, vice-pres. The elvtr. will be closed for 30 days and the books will be audited in the meantime.

Grove City, Minn.—Arthur Setterman of Ashland, will succeed H. Thompson as mgr. of the Farmers Elvtr. Co., Mr. Thompson having resigned. Officers of the company are J. Theven, pres.; A. Wayland, vice-pres.; A. A. Miller, treas., and G. W. Carlson, sec'y.

St. Paul, Minn.—Theo. Wolff was elected pres. of the St. Paul Hay & Grain Board of Trade, July 18. Other officers are: A. P. D. Dolenty, vice-pres., and Guy Carleton, treas. A sec'y will be appointed by the directors, who are A. O. Dieson, C. C. Chambers, F. J. Bring, El. F. Stein, P. Konopatski and C. C. Grey.

Hancock, Minn.—E. L. McDowell, former mgr. of the Duluth Elvtr. Co., is out of the grain business and was succeeded by C. T. Culver. I have now succeeded Mr. Culver who resigned on account of ill health. The elvtr. was closed for a month but is in operation now.—J. E. Harrington, formerly with the same company at Arvilla, N. D.

Mankato, Minn.—The elvtr. of the cleaning house of the Hubbard Mill burned at noon, July 10, the fire starting from a hot box in the elvtr. leg; loss \$15,000. The machinery in the building was ruined and considerable wheat was damaged by fire and water. As soon as the debris can be removed a new elvtr. will be built by the Hubbard & Palmer Co.

MINNEAPOLIS LETTER.

C. A. Austin, formerly cash grain salesman for T. M. McCord & Co., is now with Nye, Jenks & Co.

Sec'y John J. McHugh of the Chamber of Commerce, is spending his vacation on the Pacific Coast.

W. A. Lamson of Lamson Bros. & Co. has applied for membership in the Chamber of Commerce.

A. R. T. Dent, formerly connected with Watson & Co., will make his home in Seattle, Wash., in future.

The Minneapolis Malt & Grain Co. has taken over the elvtr. and malt house of the Consumers Malting Co.

Geo. H. Barber, formerly mgr. of the Farmers Elvtr. Co. at Carthage, S. D., is now on the road for the McCord Com's'n Co.

W. E. Mereness, Jr., Milwaukee, has gone with the G. E. Gee Grain Co. in its grain consignment business and is now traveling in Southern Minnesota.

Adolph Pyneski, employed in Elvtr. "A" of the Pillsbury Flour Mills Co., was seriously injured while unloading a heavy load of rollers at the elvtr. The rollers started to slide from the wagon and he was unable to get out of the way.

The Dodge Elvtr. Co. has been granted the privilege of corporate membership in the Chamber of Commerce while the corporate membership of the Wohleter Elvtr. Co. has been rescinded and the request for rescission of the privilege to the R. J. Johnstone Co. has been posted.

In the suit between the E. L. Welch Co. and the Lahart Grain Co. the Minnesota Supreme Court, July 13, held that the claim of the E. L. Welch Co. was against W. B. Mohler, with whom the original sale of 5,000 bus. of wheat to arrive was made. Mohler had resold the grain and became financially embarrassed.

Receipts of grain at Minneapolis during June included 6,037,910 bus. of wheat, 602,480 of corn, 1,165,840 of oats, 2,099,190 of barley and 186,510 bus. of rye; compared with 3,372,310 bus. of wheat, 361,140 of corn, 513,760 of oats, 242,840 of barley and 87,050 bus. of rye received during June, 1912. Shipments for the month included 1,859,380 bus. of wheat, 3,736,210 of corn, 891,620 of oats, 1,723,810 of barley and 124,880 bus. of rye; compared with 2,236,640 bus. of wheat, 271,460 of corn, 641,260 of oats, 248,870 of barley and 61,460 bus. of rye shipped during June, 1912.—John G. McHugh, sec'y Chamber of Commerce.

The Chamber of Commerce membership of Victor A. Johnson has been transferred to Edwin Dodge and that of J. P. Hennessey to Frank W. Falk. Requests for transfer have been made as follows: From J. B. Cooper to W. A. Lamson, Louis N. Ritten to William L. Mason and F. J. Seidl to James DeVeau. Traveling representative's licenses have been issued to George H. Barber to represent T. M. McCord & Co., C. F. Clark to represent the Atwood-Larson Co., William Hudson to represent Carter, Sammis & Co., Samuel Koppang to represent Stinson-Tenney Co., Willet A. Stair to represent Stair, Christensen & Timmerman and W. E. Mereness to represent the G. E. Gee Grain Co. O. A. Kneeland has applied for a license to represent E. L. Welch & Co. and S. C. Johnson to represent the H. Poehler Co.

MISSOURI.

Parnell, Mo.—C. H. Wilson has installed an engine.

Watson, Mo.—O. H. Bayliss has bot a No. 12 Boss Car Loader.

Alexandria, Mo.—W. N. Sage has just ordered a Mattoon Car Loader.

Maysville, Mo.—Efforts are being made to organize a company to build an elvtr.

Slater, Mo.—The Slater Mill & Elvtr. Co. is installing a continuous belt passenger lift in its elvtr.

Galt, Mo.—D. H. Clark has increased the capacity of his elvtr. to 30,000 bus. and has completed the addition.

Cuba, Mo.—Emil Summa, grain buyer for the John E. Hall Com's'n Co. of St. Louis, has bot the plant of the Cuba Roller Mill Co.

St. Joseph, Mo.—Thos. J. Berry, traffic mgr. of the Elwood Grain Co., died July 13 after a lingering illness, at the age of 50 years.

Westboro, Mo.—The Westboro Grain Co. has completed the elvtr. built to replace the house burned Feb. 12.

St. Joseph, Mo.—Chas. D. McCumber is now supt. of the Burlington Elvtr. owned and operated by the A. J. Brunswig Grain Co. H. H. Hughes, the former supt., died last October.

Kearney, Mo.—The Henderson Mlg. Co. is completing a 12,000-bu. iron clad elvtr. of frame construction. The equipment includes an 8-h.p. gas engine and an In-vincible Grain Cleaner.

Salisbury, Mo.—The Farmers Elvtr. Co. which recently purchased the elvtr. of the T. E. Leach Grain Co. is remodeling it and installing a 2,000-bu. automatic scale. The Van Ness Const. Co. has the contract.

Conception Junction, Mo.—P. D. Blake & Co. are building a 7,000-bu. cribbed elvtr. and expected to have it completed by Aug. 1. A 6-h.p. gas engine and a 1,000-bu. Sonander Automatic Scale will be installed.

Diamond, Mo.—T. J. Moster has succeeded us and has charge of the elvtr. of the Brand-Dunwoody Mlg. Co. We are out of the grain business.—S. P. Penick, of S. O. & G. W. Penick, now at Clayton, N. M.

KANSAS CITY LETTER.

The many friends in the trade of Geo. A. Aylsworth will regret to hear of the death of his wife on July 10.

The 1,000,000-bu. addition to the Rock Island Elvtr. has been completed and has been put into operation by the Terminal Grain Co., lessees.

Chas. Every, formerly traveling representative for Nye, Schneider, Fowler Co., of Omaha, has accepted a similar position with the Lonsdale Grain Co. of this city.

Edward S. Jones, formerly pit man for the Hall-Baker Co., has posted his membership in the Board of Trade for transfer to Chester W. Pershing, and will retire from the grain trade for the present.

The Ismert-Hincke Mlg. Co. is building concrete tanks in connection with its present mill. O. J. Lehrack has the contract for the tanks and the Murphy Mfg. Co. is furnishing all conveying and transmission machinery.

The Hall-Baker Grain Co. has leased the 1,000,000-bu. elvtr. of the Mo. Pac. Ry. Co. which has been operated under the ownership of the Missouri-Kansas Elvtr. Co., but has been principally used by the present lessees.

The Chicago & Great Western Ry. has just completed the building of 12 new concrete storage tanks, in addition to its present plant, making the total capacity 1,100,000 bus. The Lonsdale Grain Co. has leased the plant and is now operating same. James Stewart & Co. had the contract.

The 1,500,000-bu. addition to Elvtr. A, consisting of 48 reinforced concrete bins, each 79 ft. high and 25 ft. in diameter, with walls of 7-in. thickness, has been completed, and the Armour Grain Co., which operates the elvtr. now has a capacity of 2,275,000 bus. in this city. The addition was built by the A. T. & Santa Fe Ry. Co. and cost them \$300,000.

ST. LOUIS LETTER.

John Mullally will assist his father in the work of the Martin Mullally Com's'n Co.

Ex-Pres. Edward E. Scharff of the Merchants Exchange was married July 1 to Miss Elsie Mahler of Chicago.

Henry W. Mitchell, a member of the Merchants Exchange, watched the quotations on 'change July 8, and believing he had lost \$5,000 in speculation on grain, went to a retiring room of the exchange and severed the arteries in both wrists with a razor, dying in the hospital soon afterward. Notes addressed to the president, vice-president and the governor, telling of his losses were found after his death. He was 53 years old.

MONTANA.

Havre, Mont.—The Farmers Co-operative Co. will build a 40,000-bu. elvtr.

Savage, Mont.—The Savage Elvtr. Co., incorporated; capital stock, \$7,000.

Missoula, Mont.—It is reported that the Missoula Merc. Co. will build a 50,000-bu. elvtr.

Baltic sta., Cut Bank p. o., Mont.—The McCabe Elvtr. Co. will build a 30,000-bu. elvtr. at this station.

Hysham, Mont.—The Bradbrook-Saunders Grain & Lbr. Co. of Bruning, Nebr., will build an elvtr. here.

Dillon, Mont.—The recently incorporated Beaverhead Elvtr. Co. recently held a meeting and made plans for the erection of its elvtr.

Fairview, Mont.—The Rugby Mlg. Co. has bot the plant of the Fairview Flour Mills and will build a new elvtr. to be operated by electric power.

Culbertson, Mont.—The Farmers Elvtr. Co. will hold a special stockholders meeting for the purpose of increasing its capital stock from \$7,000 to \$25,000. One of the old houses here will probably be wrecked and moved to Brockton where a new house will be built. The elvtr. here will be enlarged and the company will operate 3 houses this year.

NEBRASKA.

Touhy, Neb.—Geo. Hendrix is agt. for the Nebraska Elvtr. Co.

Omaha, Neb.—The Bewsher Co. incorporated; capital stock \$50,000.

Oakland, Neb.—The Samson-Swanson Co. purchased a Hall Grain Distributor.

Ashland, Neb.—The new elvtr. of N. P. Nelson will be completed in a few days.

Hershey, Neb.—H. Schuster of Columbus is building a 28x60 ft. alfalfa mill at this station.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. will rebuild its elvtr. recently burned.

Hartington, Neb.—Farmers are interested in the organization of a farmers elvtr. company.

New Marsh, no p. o., Neb.—The Hastings Mlg. Co. of Hastings is building an elvtr. here.

Concord, Neb.—Brennen & Foss have bot the elvtr. of the Saunders-Westrand Co. at this station.

Superior, Neb.—Bossemeyer Bros. will install a manlift, gas engine and electric motor in their elvtr.

Belvidere, Neb.—Albert Burruss has leased the Delaney elvtr. formerly operated by Jos. West.

Bookwalter, Neb.—The Potts-Colwell Elvtr. Co. has leased the elvtr. of the Bartling Grain Co.—M.

Chalco, Neb.—I am now mgr. of the Duff Grain Co. at this station.—J. P. Christian-son, formerly at Arthur, Ia.

Fremont, Neb.—The elvtr. of the Omaha Elvtr. Co. burned July 20. The plant has not been in operation for some time.

Red Willow, Neb.—Wm. and J. H. McCallum will reopen their elvtr. with A. J. Helm as agt.—Red Willow Shipping Co.

Franklin, Neb.—C. M. Butler has purchased the elvtr. of C. W. Heuner and I have the house of the Citizens Lumber Co.—H. C. Rice.

Ellis, Neb.—The Farmers Grain Co. has let a contract to the Van Ness Const. Co. for a 4-ton Howe Wagon Scale set in reinforced concrete.

Abdal sta., Superior p. o., Neb.—The Farmers Union has bot the elvtr. of Bossemeyer Bros. for \$5,000, and is now in possession of the house.

Cairo, Neb.—We have bot the elvtrs. of Oscar Wells & Co. at this station and at Abbott and will do a general grain and coal business with our main office here.—S. M. Beadle, of S. M. Beadle & Co.

Lyon, Neb.—The Farmers Grain Co. has been organized with a capital stock of \$7,500. Officers are John W. Frey, pres., and Chas. Peterson, sec'y.

College View, Neb.—The W. T. Barstow Grain Co. is installing a 4-ton Howe Scale set in reinforced concrete. The Van Ness Const. Co. is doing the work.

Tecumseh, Neb.—The deal with Shrimpton Bros. for the sale of our plant, did not go thru, disagreed on terms.—J. W. Mackie, prop. Tecumseh Mlg. Co.

Omaha, Neb.—About 40 young ladies of the stenographic depts. of the various grain firms of the Grain Exchange, recently held a picnic in one of the city's parks.

Wayne, Neb.—The Benson Grain Co. is painting its elvtr. I have bot the elvtr. of the Saunders-Westrand Co. Was mgr. of the elvtr. for 13 years.—M. Kroger.

Boone, Neb.—The elvtr. of the Trans-Mississippi Grain Co. burned July 6. The flames started on the roof and are believed to have been caused by a spark from an engine.

Ord, Neb.—The Koupal-Barstow Lbr. Co. has installed a 4-ton Howe Wagon Scale, reinforced concrete setting and extension lever. The Van Ness Const. Co. is doing the work.

Bookwalter, Neb.—The Potts-Colwell Elvtr. Co. has leased the elvtr. of the Bartling Grain Co., which was operated until July 1 by the Craven Grain Co.—O. Hansen, former mgr.

Omaha, Neb.—W. P. Metzger, formerly sec'y and mgr. of the Imperial Mlg. Co., is now pres. of the Standard Grain Co., succeeding J. J. Swanick, who has formed a partnership with E. G. Taylor. L. P. Roberts will continue as sec'y and treas. of the Standard Grain Co.

Moorefield, Neb.—The Shannon Grain Co. opened its elvtr. July 15 with James Fearson as agt. As crops were light here last year and Mr. Fearson was elected to the legislature, the company closed its house in December. Mr. Pearson now is back from his legislative work.

Omaha, Neb.—The subject of building a new elvtr. at this point was recently discussed by members of the Grain Exchange and A. T. Stewart, gen. freight agt. for the Mo. Pac., who said his company wud build the elvtr. if sufficient inducements were offered by the grain trade.

Strausville, Neb.—The elvtr. of the Farmers Elvtr. Co., containing 1,000 bus. of old wheat, 800 of new wheat and 800 bus. of corn, burned to the ground at 5:30 p. m., July 11; loss \$8,000; insurance \$3,000 on building and \$1,000 on grain. Sparks thrown by a locomotive into a pile of car doors near some loaded grain cars and close to the elvtr. started the blaze, which spread to the elvtr. before it was discovered. This station is a mere crossing and has no facilities for fighting a fire, so that nothing cud be done to save the house.

NEW ENGLAND.

Fairfield, Me.—The Fairfield Grain Co. has completed its new plant.

Winsted, Conn.—M. D. Leonard & Co. have bot the business of the Winsted Flour & Grain Co.

Goffstown, N. H.—R. M. Gordon is now the proud owner of a two-ton truck.—Cressey & Co., Concord.

Bristol, N. H.—C. S. Collins is remodeling his plant and increasing its capacity.—Cressey & Co., Concord.

Adams, Mass.—We are building bins for overhead storage to hold about 10 carloads.—Hoosac Valley Coal & Grain Co.

Harmony, Me.—R. E. Gould has bot the grain business of C. F. Spaulding, Mr. Spaulding having purchased a grain business at Brooks.

Clinton, Mass.—The Wallace Grain Co. has completed the removal of the old N. Y., N. H. & H. freight house to its new site and is repairing it, putting in new flooring, platforms, etc. When completed the warehouse will be used as a grain elvtr.

Brighton, Mass.—The warehouse of Ogden & Thompson burned at 11 p. m., July 16; loss \$12,000. The fire is thot to have been of incendiary origin.

Waltham, Mass.—The hay and grain warehouse of Geo. B. Pope & Co. burned July 13; loss \$10,000. The fire is believed to have been due to a spark from a passing engine.

Boston, Mass.—The first shipment of oats ever made from this port to Germany was carried by the Cincinnati and amounted to 54,931 bus. The boat also carried 64,000 bus. of wheat. Last week 724,112 bus. of wheat, corn, oats and flaxseed were shipped from this port, most of the grain going to Liverpool.

Hartford, Conn.—Creditors of Walter F. Cluff have filed a petition asking that he be declared a bankrupt, alleging that when Cluff made a general assignment, May 28, he concealed a carload of grain and hay and a horse and wagon, from his creditors. R. G. Davis & Son have a claim for \$2,093.70; the Crittenden, Benham Co., one for \$1,083.81 and the Perlman & Molestein Co. claim \$491.83.

NEW JERSEY.

Camden, N. J.—J. Wilbur Horner of Atlantic City is now mgr. for Sitley & Son, Inc.

Jersey City, N. J.—W. A. Hunting Co., incorporated to deal in grain, hay, feed, etc.; capital stock \$10,000; incorporators W. A. Hunting, Hugh O'Neill, H. G. Gates and others.

Jersey City, N. J.—The Long Dock Mills have succeeded the Long Dock Mill & Elvtr. Co. D. D. Allerton is still pres., Frank Brainard vice-pres. and treas. and A. D. O'Neill sec'y and mgr.

Dover, N. J.—The United Grain Companies of Pittsburg, incorporated; capital stock \$50,000; incorporators Duncan MacDonald and G. W. Blakeslee of Pittsburg and Judson S. Hall of Zion, Ill.

NEW YORK.

New York, N. Y.—G. Waldo Smith, long a member of the Produce Exchange, died recently at the age of 75.

Albany, N. Y.—The Barry Grain Co. has suspended business after two years' of operation. The company is reported to have been short a large amount of corn. Business may be resumed after liquidation, but probably with a reorganized company. The unsecured debts of the company amount to \$8,615 and the nominal assets are placed at \$1,011. Many of the claims against the company are for the difference in the contract price of grain and the present price and for overcharges in freight. Swain Bros. of Troy are among the creditors.

NORTH DAKOTA.

Leith, N. D.—The Farmers Equity Exchange will build a \$5,000 elvtr.

Sheldon, N. D.—The Equity Elvtr. Co. has bot the elvtr. of the Monarch Elvtr. Co.

Fordville, N. D.—P. L. Solberg and Ole A. Haug have bot the elvtr. of the Woodworth Elvtr. Co.

Williston, N. D.—O. E. Hine line has bot A. Johana's interest in the elvtr. of Johana & Hine line.—H. V. Smith.

Bentley, N. D.—The recently incorporated Farmers Elvtr. Co. will build an elvtr.—P. N. Madison, Elgin.

Jelph, no p. o., N. D.—Messrs. Drayton and Stevens are interested in the organization of a farmers elvtr. company.

Dickey, N. D.—C. E. Larson, H. D. Bloss and W. D. Paton, operating as the Dickey Grain Co., have dissolved partnership.

Berea sta., Valley City p. o., N. D.—The elvtr. of the Occident Elvtr. Co. containing considerable grain, burned July 12.

De Lamere, N. D.—The Equity Elvtr. & Trading Co. has let contract for a basement under the elvtr. and a 12x30 ft. flour shed.

Colfax, N. D.—We have recently bot the elvtr. of the Cargill Elvtr. Co.—Farmers Elvtr. Co.

Tappen, N. D.—I have discontinued buying grain, as I was only a track buyer, and am now in other business.—Louis H. Wallner.

Burt, N. D.—A farmers elvtr. company is being organized to build an elvtr. on the Mott branch of the Nor. Pac.—P. N. Madison, Elgin.

Arvilla, N. D.—The elvtr. of the Duluth Elvtr. Co. at this station is closed.—J. E. Harrington, former agt., transferred to Hancock, Minn.

Casselton, N. D.—A big corn festival will be held in this city Oct. 10. Prizes for the best corn will be offered by the business men of the city.

Woods, N. D.—The Farmers Elvtr. Co. has completed its 40,000-bu. elvtr. and is ready to take in grain.—C. A. Nichols, agt. Monarch Elvtr. Co.

Oberon, N. D.—The elvtr. of the Powers Elvtr. Co. burned to the ground July 21. It is thot lightning struck the building and that the fire smoldered.

Manvel, N. D.—W. E. Curry, formerly with the Farmers Elvtr. Co. at Edmore, has succeeded Wm. Landtagan as mgr. of the St. Anthony & Dakota Elvtr. Co.

Daune, Ellendale p. o., N. D.—J. J. Taylor has resigned as mgr. of the Farmers Elvtr. Co. and is now on the road as traveling solicitor for a grain company.

Eckelson, N. D.—I have resigned as mgr. of the Cargill Elvtr. Co. at this station and am now managing the Richmond Flour Mill at Richmond, Minn.—E. Worst.

Glenburn, N. D.—Wm. Landragan, formerly agt. for the St. Anthony & Dakota Elvtr. Co. at Manvel, has been transferred by that company to the elvtr. at this station.

Flasher, N. D.—The elvtr. of the Farmers Elvtr. Co., containing a considerable quantity of grain, burned June 15; loss \$18,000; the building was partially insured; but no insurance was carried on the grain.

Still sta., Wilton p. o., N. D.—The new elvtr. we will build at this station will have a capacity of 30,000 bus. and will be located on the N. P. R. R., 6 miles east of Wilton.—J. A. Schroeder, mgr. Wilton Elvtr. Co., Wilton.

Buttzville, N. D.—The reports to the effect that our elvtr. was badly damaged by fire on June 27, are untrue. The house was struck by lightning and damaged to the extent of \$100; but the fire that followed was extinguished before any damage resulted.—Syvert Bolstad, mgr. Farmers Elvtr. Co.

Petersburg, N. D.—Sivert Hagstad, former agt. for the Imperial Elvtr. Co., recently convicted for a defalcation of \$2,700 in his accounts, has been sentenced to a year in the penitentiary, altho he made good the amount by depositing notes and cash with the bonding company to cover the shortage.

Grandin, N. D.—The Farmers Grain Co. has been incorporated with a capital stock of \$25,000, the paid up capital amounting to \$3,000. We will handle grain, hay, seeds, etc., and have bot the elvtr. of the Northwestern Elvtr. Co. Our officers are Wm. F. Gast, pres.; R. D. Lockheart, vice-pres., and myself, sec'y-treas. and mgr.—Ralph F. Gunkleman.

McVie, N. D.—The elvtr. of John E. Cary, containing several thousand bus. of grain, burned July 6. The grain was badly damaged and will only be fit for salvage. Some insurance was carried on the building. The fire is thot to have been the result of the rekindling of a blaze in the elvtr. pit. On June 30 a fire broke out in the pit and was supposedly extinguished, but it had evidently been smoldering ever since. The cupola of the elvtr. of the Gruber Elvtr. Co. caught fire, but the flames were extinguished with little loss.

OHIO.

Spring Valley, O.—I have succeeded E. S. Gordin.—H. C. Keefer.

Mingo, O.—James M. Mabry has bot the elvtr. of Howard Townsend.

Ashville, O.—G. P. Teegardin, formerly of Teegardin & Taylor, has succeeded J. H. Sark.—G. C. Cline, mgr.

Ney, O.—I am not connected with the Citizens Grain & Coal Co.; but intend to build a small elvtr. late this fall or in the spring.—Ed Myers.

Norwood, O.—The River View Mlg. Co., incorporated, to deal in grain, hay, etc.; capital stock \$25,000; incorporators Thos. A. Hathcock and others.

Ansonia, O.—I have sold my elvtr. to E. A. Beausay of Upper Sandusky, O., for \$15,000. The business will be continued by J. W. Hufnagle.—G. W. Poling.

Cavett, O.—The Wadsworth Feed Co. is repainting its elvtrs. and installing a new boot. Two new motors, new belting and chain drags are also contemplated.

Caledonia, O.—I have succeeded the Caledonia Grain & Mlg. Co., the charter for that company having expired. I was sec'y and mgr. of the old company.—J. A. Resler.

Van Wert, O.—Chas. T. Pierce has just returned from a three weeks inspection of the Canadian Northwest, full of enthusiasm and wholesome respect for cinnamon bears.

Mt. Vernon, O.—The Northwestern Elvtr. & Mill Co. is building two iron tanks as additional storage and will have a total capacity of 150,000 bus. when the work is completed, Aug. 1.

Dodson sta., Brookville p. o., O.—We have bot the elvtr. of Geo. W. Hoke, taking possession July 7. We formerly operated at Savona, Clarks Station and Weaver Station.—G. M. Noggle & Son.

Raymond, O.—Samuel Benton discontinued business at this station, June 13, and the plant is now owned and operated by J. O. Wooton. Mr. Benton still remains in business at Potterburg and Peoria, O., his present address being Zanesfield, R. F. D. 1.—J. W. McCord, Columbus.

Richwood, O.—The firm of O. P. Lenox & Son dissolved partnership, July 15, R. W. Lenox continuing the business at this station and taking over the elvtrs. at Clai-borne and Woodland, formerly owned and operated by O. P. Lenox. The elvtr. at Magnetic Spring has been sold to W. H. Ferry of Richwood.

CINCINNATI LETTER.

Heavy consignments of new wheat are arriving at this market now. During the past two weeks 62 cars were received. New wheat has never looked as good as this year, and most everything coming to the market is testing No. 2 red winter.—S.

Barney Bunke has been indefinitely suspended from the floor and from the privileges of the Chamber of Commerce, for failing to abide by a decision of the Committee of Arbitration. He refused to pay for a car of oats last year, suspecting that they were "new" oats. The grain com'te decided that he was entitled to an affidavit, but altho this was furnished by the Fergus Grain Co., Bunke refused to pay except upon affidavit from the shipper. He did not avail himself of the privilege of an appeal from the decision of the grain com'te refusing to pay the bill, and was suspended indefinitely or until he does so.

TOLEDO LETTER.

Rosenbaum Bros. will make their C. H. & D. Elvtr. a public house.

H. W. DeVore & Co. unloaded a car of standard white oats July 21, containing 2,995.20 bus.

The terminal warehouse of the Raymond P. Lipe Co., containing about 100 cars of hay, burned July 9.

Toledo new wheat receipts of 46 cars so far has all graded No. 2. The more liberal interpretation of the rules by our Inspection Department is for the interest of shippers in Toledo territory and they will be given the benefit of all cars close to the line.—Toledo Market Report.

OKLAHOMA.

Grandfield, Okla.—The Grandfield Elvtr. Co. is building an elvtr.

Chickasha, Okla.—The Moore Grain Co. has installed a 100-ton track scale.

Medford, Okla.—R. F. Montgomery is now agt. for the Deer Creek Elvtr. Co.

Purcell, Okla.—A barn belonging to the Farmers Gin & Elvtr. Co. burned June 28.

Miami, Okla.—G. W. Niceley has completed his 60,000-bu. elvtr. at this station.

Shawnee, Okla.—The Shawnee Mlg. Co. has increased its capital stock from \$50,000 to \$150,000.

Byron, Okla.—I sold out my plant at Augusta and have bot the Buffalo Mill and Elvtr. here.—D. S. Schuler.

Okeene, Okla.—M. C. Herschberger, former agt. for the Choctaw Grain Co. at Jet, has been transferred by that company to this station, the elvtr. at Jet being closed.

Tulsa, Okla.—E. R. Coker has succeeded R. E. Vaughn as agt. for the Rea-Read Mill & Elvtr. Co. The plant is now closed for repairs and improvements to cost \$15,000.

Piedmont, Okla.—Martin Luschen has just completed the building of a 10,000-bu. ironclad, metal roofed elvtr. of frame construction. The P. H. Pelkey Const. Co. had the contract.

Arapahoe, Okla.—The alfalfa mill of the Sanders Mill & Elvtr. Co. burned at 4 a. m., July 10. An 80-h.p. oil engine and motors were seriously damaged and the mill is a total loss. Fire was discovered in the plant on the 9th but was that to have been extinguished. It is now believed that this fire smoldered during the night and broke out again in the early morning. Total loss, \$20,000; no insurance. The Sanders Mill & Elvtr. Co. recently succeeded the Arapahoe Mill & Elvtr. Co. Only the elvtr. of the company was saved.

OREGON.

Pilot Rock, Ore.—The Pacific Coast Elvtr. Co. is building a 22x150 ft. warehouse addition.

Redmon, Ore.—The Redmon Union Warehouse Co. has installed a 3,000-lb. Fairbanks Platform Truck Scale.

Pendleton, Ore.—Henry Collins has bot the warehouses of the Interior Warehouse Co. in Umatilla county. Mr. Collins has had charge of them for the old company for several years.

Salem, Ore.—The state railroad com'n on July 9, ordered the demurrage rate reduced from \$2 per car per day to \$1, altho the railroads had asked for an increase to \$3. The com'n's also ordered that a complete record of car distribution be kept in each chief dispatcher's office, subject to the inspection of any bona fide shipper and that the railroads give each shipper notice in writing of the time of the arrival of his car or cars.

PENNSYLVANIA.

Dillsburg, Pa.—The Cook Grain & Feed Co., incorporated; capital stock, \$300,000.

Washington, Pa.—The wrecking of the old elvtr. of Russell Bros. was finished and work on the new house started June 21. The new plant will be 34x48 ft. and will cost \$3,000.

PHILADELPHIA LETTER.

Barnabas Devitt, a well known grain dealer of this city, died July 13 at the age of 67.

The following rates will become effective Aug. 1 at the elvtr. of the Penna. Warehousing & Safe Deposit Co., all tariff charges being changed: Receiving, weighing and storing from cars or wagons, including first 10 days storage, $\frac{1}{2}$ c per bu. For each succeeding 10 days or fraction thereof, $\frac{1}{4}$ c. Sacking, including transfers through elevator, and blowing if requested, but no storage beyond 48 hours after completion of service, $\frac{1}{2}$ c. Blowing and screening, $\frac{1}{4}$ c. Turning and mixing, $\frac{1}{4}$ c.

The Keystone Elvtr. & Warehouse Co. and J. W. Sparks & Co. have been admitted to membership in the Commercial Exchange.

Robert Warren, for many years in the grain trade at this city, is now a member of the firm of L. R. Warren & Son of Cambridge, Md., and will move to that city.

SOUTH DAKOTA.

Roswell, S. D.—Geo. Burke is now mgr. for W. Z. Sharp.—D. Drown, mgr. Farmers Elvtr. Co.

Hudson, S. D.—Farmers are interested in the organization of an elvtr. company to build an elvtr.

Hudson, S. D.—C. E. LaBar has succeeded A. B. Coutts as mgr. of the Tiedeman Elvtr. Co.

Huffman, S. D.—The elvtr. of the Cargill Elvtr. Co. was struck by lightning July 9, and slightly damaged.

Elrod, S. D.—New officers of the Farmers Elvtr. Co. are W. H. French, pres., and T. H. Bickle, sec'y-treas.

Frankfort, S. D.—E. C. Winchel has resigned as mgr. of the Farmers Elvtr. Co. and is now mgr. at Carthage.

Springfield, S. D.—G. O. Blegen is now mgr. of the Farmers Elvtr. Co. The company has just been reorganized.

Java, S. D.—Farmers have bot the elvtr. of the Crown Elvtr. Co. at this station.—John Nusz, gen. mgr. Nusz Bros.

White Lake, S. D.—New officers of the Farmers Elvtr. Co. are Matt Gales, pres., J. B. Tripp, sec'y and F. Lemcke, treas.

Baltic, S. D.—New officers of the Farmers Grain Co. are H. C. Solem, pres., Ole T. Nesson, vice-pres., S. T. Kirkeby, sec'y.

Rockham, S. D.—The Eagle Roller Mills Co. has painted all its buildings on the N. W. R. R.—A. B. Linn, mgr. Farmers Elvtr. Co.

Baltic, S. D.—The Farmers Elvtr. Co. is repairing and painting its elvtr. and coal sheds, spending about \$400.—E. J. Oyan, mgr.

Watertown, S. D.—New officers of the Farmers Elvtr. Co. are J. P. Leonard, pres., M. E. Henning, vice-pres., J. E. Bird, sec'y and Ed. Lamm, treas.

Selby, S. D.—The Farmers Equity Union has bot the elvtr. of the Crown Elvtr. Co. at this station and John Bibelheimer is mgr.—John Nusz, gen. mgr. Nusz Bros.

Dell Rapids, S. D.—The Farmers Grain Co., incorporated; capital stock \$20,000. The new company expect to buy the old Bowles Elvtr. which has not been in operation for some time.

Carthage, S. D.—E. C. Winchel of Frankfort will succeed Geo. H. Barber as mgr. of the Farmers Elvtr. Co., Mr. Barber having resigned to travel for the McCord Com'n Co. of Minneapolis.

Arlington, S. D.—We are building a 45,000-bu. cribbed elvtr. in connection with the Central Dakota Mill which we own. We have a 40,000-bu. elvtr. and will complete the new one in time to handle the new crop.—Shane Bros. & Wilson Co.

Springfield, S. D.—The elvtrs. of the Shanard Elvtr. Co., J. C. Pigsley, and an old house formerly owned by Eugene Colburn, burned at 2 p. m., July 10. The fire started in the elvtr. of the Shanard Company, and is that to have started from a leaky engine; loss \$8,000. J. C. Pigsley will rebuild his house at once.

SOUTHEAST.

Sisterville, W. Va.—Two floors of our elvtr. with their contents were dumped into the basement of the house when it collapsed June 10. We are enlarging the building and are making it more substantial. Our loss amounted to about \$1,500 but we will be better prepared than ever before to take care of our business.—Lazear Bros.

Tampa, Fla.—The Seaboard Air Line has let contract for a \$100,000 elvtr. on Seddon Island near this port.

Roanoke, Va.—The Firebaugh-Pinkard Co., Inc., has succeeded the Wertz Grain & Elvtr. Co., the change being in name only.

Huntsville, Ala.—The W. L. Lyle Co. is tearing down its old buildings and will erect a 50x120 ft. warehouse at a cost of \$15,000.

Mobile, Ala.—The old M. & O. Elvtr. is the only building of its kind in this city, and it has been vacant, a home for rats and tramps for many years. It is considered possible that at some future period a change in the grain business here will make it necessary for the old elvtr. to again become a factor in Mobile trade. But until such a change takes place or the Mobile grain trade is advanced, the old elvtr. will no doubt remain as it now stands—vacant and practically useless. Altho the grain shippers of this port are without elvtr. service and most of the grain passing thru here is sacked, Mobile still ships the bulk of the corn and oats sent out to the West Indies and Central America. In 1912, 848,829 bus. of corn were exported.

TENNESSEE.

Memphis, Tenn.—Our new transfer elvtr. and mixed feed mill has just been completed and is now in full operation. It is equipped with all modern conveniences, including Wolf Double Roller Mill, sacking scale, hopper scale of 100,000 lbs. capacity, and 7 feed mixers. This plant is run by electricity, and we have a 15 and a 50 h.p. electric motor. We are situated on the I. C., Y. & M. V., L. & N. and N. C. & St. L. R. R. tracks, and do a shipping, milling and transfer business.—S. E. Rison, pres. U. S. Feed & Grain Co.

NASHVILLE LETTER.

The Purina Mills Co. of St. Louis has bot the plant of the Just Mill & Elvtr. Co., paying \$150,000.

Harry H. Hughes of the Hughes Warehouse & Elvtr. Co. will build an elvtr. to replace the house burned May 21, 1912. The business of the company has been conducted thru other elvtrs. since the fire.

The entire plant of the Nashville Roller Mills, consisting of a 12,000-bu. elvtr., a 250-bbl. mill, a 1,440-bbl. mixing plant and a brick storage warehouse, burned to the ground July 4. The flames broke out in the stationery room and spread so rapidly that Mgr. V. S. Tupper who was in the office looking over the morning mail, had to leave the building without his hat and coat. The company succeeded the Tristate Mlg. Co. a few years ago and John Schultz and Lewis Baujan of Beardstown, Ill., together with Mgr. Tupper are the principal owners of the plant. The loss amounted to \$45,000 and is covered by insurance. The entire plant will be rebuilt at once.

TEXAS.

Pilot Point, Tex.—I have succeeded Belew & Pondrom.—L. G. Belew.

Blum, Tex.—The Braihls Dry Goods Co. has gone out of the grain business.

Yoakum, Tex.—A. J. Mathews has bot the half interest of J. M. Violet in the Yoakum Grain Co.

Anson, Tex.—M. Hatch has bot the interest of Ed Pyeatt in Hatch & Pyeatt and is now sole owner.

Lavon, Tex.—We are overhauling our corn sheller and elvtr. as the corn crop is assured.—R. L. Brown.

San Angelo, Tex.—The Easton Grain Co. has installed a meal grinder and has enlarged and improved its plant.

Jennings sta., R. D. Paris, Tex.—E. P. Fox and C. E. Laughlin will build a 400-bbl. rice mill on the Fox plantation.

Temple, Tex.—A warehouse of the A. B. Crouch Grain Co. burned July 12; loss \$5,000; partially covered by insurance.

San Antonio, Tex.—E. H. Prescott has entered the grain brokerage business in this city, succeeding the Lupton Grain Co.—R. Lupton, Lupton Grain Co.

Sherman, Tex.—The 150,000-bu. elvtr. of the G. B. R. Smith Mlg. Co. has been completed. It consists of 16 reinforced concrete bins, 10 round and 6 square.

Ft. Worth, Tex.—The Texas Railroad Com's'n has given notice of a hearing to be held to discuss the question of extending the switching limits of the city.

Fort Worth, Tex.—Fire in a pile of corn cobs near the elvtr. of the Texas Grain & Elvtr. Co. threatened the building, but prompt work saved the house and limited the loss to \$10.

Galveston, Tex.—The Simonds-Shields Grain Co. and the Neola Grain Co., both of Kansas City, are reported to be making arrangements to use this port as an outlet for foreign shipments.

Denton, Tex.—The plant of the Alliance Mlg. Co. was damaged to the extent of \$4,000 by a fire that started from a hot journal in the top of the corn elvtr. The loss was fully covered by insurance.

Belton, Tex.—The Belton Mill & Grain Co. shipped a 15-car train of grain, consisting of 14 cars of oats and 1 car of wheat, July 5, is being the first full train of grain shipped out by any one firm. It was valued at \$7,000.

Wellington, Tex.—I have leased the elvtr. of the Wichita Mill & Elvtr. Co. at this station and am the only regular dealer here. P. M. Shield & Co., C. & J. M. Strong and Singly Bros. are scoop shovellers here.—J. L. Brooks.

Coleman, Tex.—We are building a 50x100 ft. brick, concrete and stone warehouse and will equip it with a chop mill of 5,000 lbs. per hour capacity and burr or cone mill. We will grind corn and maize chops, crush maize and kafir heads, and grind meal and grits. We will use a fan to clean the grain before it goes over to the hopper and will also have a small sifter to bolt meal and grits. We will use motor power and will spend more than \$10,000 on the improvements.—Coleman Grain & Merc. Co.

Austin, Tex.—Judge S. H. Cowan, T. G. Moore, pres. of the Texas Grain Dealers Ass'n, J. T. Stark, J. A. Hughes and J. Z. Keel appeared before the Texas Railroad Commission, July 8, and presented the following set of proposed transit rules and regulations: Connecting carrier rule on grain to be changed so that stopping in transit shall apply the same from any point of origin as it is on milling in transit. Back-haul and out-of-line haul to be the same and at the same rate and distance estimate, both grain products and grain, and the maximum distance adjustment to be the same on both. Six months' stoppage to be changed to ten months with minimum of two months where miller buys the grain that has already stopped in transit. The right to forward on transit, regardless of point or railroad line of origin, to be the same as under the milling-in-transit rule, or let the outbound line sign the outbound B/L on inbound expense bills via any other line. Stoppage on bran and shorts to be allowed. Stoppage charge on oats and corn to be abolished. Regulations to be in one joint circular. Readjustment of grain rates so as to reduce the excessive rates over two or more lines for short hauls and to abolish the three-line arbitrary on corn, oats, etc.

WASHINGTON.

Endicott, Wash.—J. Dobbins of Garfield, is now mgr. of the Farmers Union.

Spokane, Wash.—Louis Delivuk has applied for the position of chief deputy grain inspector at this point.

Albion, Wash.—The Farmers Union will defer the building of an elvtr. to handle bulk grain until next year.

Waukon, Wash.—J. M. Oakley will succeed O. E. Magnusson Aug. 1 as mgr. of the Farmers Grain & Produce Co.

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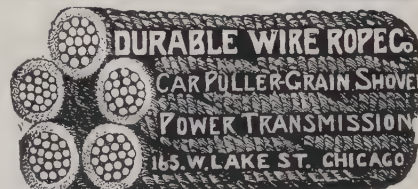
PREPAID—1000-30c, 5000-\$1.00
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F. O. B. Buffalo, N. Y. 100,000 or more,
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Also other styles of Clips at reduced prices
THE CLINCH CLIP CO.
192-96 Seneca St., Buffalo, N. Y.

Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., SOUTH BEND, IND.



Your Profits Leak

IF your engine cylinders need reboring. We can stop that leak. We bore cylinders and overhaul engines.

The Western
Iron and Foundry Co.
WICHITA, KANSAS



Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist PENN YAN, N. Y.

Why not
put
your announcement
here.

Pullman, Wash.—Louis A. Manring, agt. for the Kerr-Gifford Grain Co. for the last 3 years, died recently at the age of 46.

Harrington, Wash.—The Harrington Mfg. Co. has bot the grain warehouse of the Puget Sound Warehouse Co. at this station.

Olympia, Wash.—James Brewer has leased the new feed mill and warehouse now under construction here. The building is 40x120x28 ft.

Winona, Wash.—Sometime ago the Farmers Elvtr. Co. decided to build a loading bin at the elvtr., but it has now changed the decision and will build a 30,000-bu. elvtr. Work has been started and the excavations are complete and the foundation is being laid.

Reardon, Wash.—Owing to a difference of opinion as to the amount of club wheat allowable in No. 1 bluestem, the Farmers Union of this city has appealed to the public service commission for a reversal of the decision of former Chief Inspector Holst, on 40,000 bus. of wheat shipped by that company to C. K. Smith and the Tri-State Terminal Co., of Tacoma.

Seattle, Wash.—The following trustees were elected at the annual meeting of the Merchants-Exchange July 9: W. W. Harder, L. G. Pattulo, E. R. Adams, W. C. Dawson, H. W. Roberts, C. W. Wiley, G. F. Folsom, R. C. Hasson, M. J. Connell and R. D. McAusland. The new trustees will meet and elect officers at an early date. Messrs. Harder and Pattulo are members of the grain trade of the city.

Colfax, Wash.—The Manning Warehouse & Grain Co. incorporated; incorporators Seymour Manning, who recently refused to serve as chief grain inspector, and Walter Richardson. Both men have been connected with the Campbell-Sanford-Henley Co. The new company has bot six of the warehouses of the Kerr-Gifford Co. and will operate at Hay, Jerita, La Crosse, Pampa, Thera and Mockonema, with headquarters in this city.

WISCONSIN.

Bay City, Wis.—The Farmers Grain Co. has bot the old elvtr. and remodeled it.

Neillsville, Wis.—The Farmers Co-operative Elvtr. Co. incorporated; capital stock \$20,000; incorporators Geo. E. Crothers and others.

Fall Creek, Wis.—Our elvtr. slid over on the side track, the damage amounting to from \$200 to \$400. We are putting it back and will use it for storage. Will build a new elvtr. this season if we can get the work done for this year's crop, if not will use the old house and build later.—Niebuhr & Son.

Madison, Wis.—Prof. John R. Commons, member of the state Industrial Com's'n, Dr. Chas. McCarthy, head of the state legislative reference library and Ex-Senators A. W. Sanborn and W. H. Hutton have drafted a new market com's'n bill and will introduce it at the next legislature. The new bill is said to eliminate many of the objectionable features in the recent bill of the kind, fathered by Governor McGovern and provides for the enforcement of the anti-trust laws of the State Industrial Com's'n acting in conjunction with the attorney general. The duties of the com's'n will be to investigate storage, production and distribution, and report annually to the governor, recommending new legislation to enforce laws relating to competition and monopoly; to promote the interests of the public, including consumer and producer, economical and efficient production, storage and distribution; to eliminate waste and reduce the cost of distribution by promoting co-operative enterprises and direct marketing by advice, instruction and information.

MILWAUKEE, LETTER.

The P. C. Kamm Co. has let contract for a 250,000-bu. concrete elvtr. to be used as a terminal house. The plant will be operated by electricity and will be up-to-date in every way. Work will be started at once.

Mrs. Marie Hottensen, mother of W. A. Hottensen of W. M. Bell & Co., died June 26, at the age of 71.

Stacks & Kellogg have leased the elvtr. formerly operated by the Berger-Crittenden Co. and will repair and overhaul it. The house will be operated in connection with the general grain business of the firm.

Cupid has been busy among the members of the Chamber of Commerce, three weddings being reported on 'change in two weeks time. The bridegrooms are Geo. Knowles, of the Knowles Com's'n Co., who married Mrs. Lillian R. Fisher of Toronto, June 30; Leonard J. Keefe of W. M. Bell & Co., married on the same day to Miss Clare Lademann, and Frank J. Phelan, married July 2 to Miss Ellen Griffin of Stevens Point.

The Donahue Stratton Co. will install a Hess Drier of 18,000 bus. capacity every 24 hours, in a concrete building now being erected. The drier will be built so that a second unit can be added at any time, making a No. 8 drier of 36,000 bus. capacity. The drier will be up-to-date in every particular with new design steam coils and slotted shelves that permit the air to pass thru the body of the shelves as well as above and below them.

Receipts of grain at Milwaukee during June show a marked increase over previous years, the total receipts for the month being 5,260,890 bus., an increase of 68% over 1912, when the receipts were 3,133,260 bus. In barley alone the increase was 435%, 1,445,600 bus. arriving in June, 1913, against 270,400 in June, 1912. Receipts from Jan. 1 to July 1 this year are the largest ever recorded at this market for the first six months of any year, the total receipts for that time amounting to 27,840,830 bus. against 18,974,710 bus. for the corresponding period of 1912, an increase of over 50%. Receipts of the 1912 crop from Sept. 1 to June 30 are 53,667,350 bus. against 37,605,510 bus. in the corresponding period of 1911-12. The largest previous receipts for that period are recorded in 1898-99 when 46,755,002 bus. were received at Milwaukee.

Chicago, Ill.—Suit has been commenced in the U. S. Court by Geo. H. Hess, president of the Hess Warming & Ventilating Co., inventor and patentee of the Hess Drier, against the Ellis Drier Co., for alleged infringement of patents. The infringement of which complaint is made consists of building a drier and cooler with the drying chamber placed above the cooling chamber, with grain slides between, and in which the same body of air is used first for cooling and then for drying. It is alleged that the construction complained of has only recently been used, altho the Hess patent dates back to 1898.

Silver Creek, N. Y.—The Invincible Grain Cleaner Co., large manufacturers of grain cleaning machines, informs us that it has perfected arrangements with L. J. Dennis of Memphis, Tenn., to manufacture and place upon the market the Dennis Perfect Corn Drier, for corn and other grains, to be known hereafter as the Invincible-Dennis Perfect Drier. Mr. Dennis, with many years' experience in milling and handling corn, is in position to know what a corn drying and cooling plant should do to be a success. The Invincible-Dennis Perfect Drier is not an experiment, if not as well known as some others. It does not break the grain, but extracts the moisture, leaving the grain, whole, bright and attractive. It does not require an outside housing, but can be placed anywhere in the building without any prejudice to the insurance. It is economical in operation, requiring less steam pressure and extracting any pre-determined amount of moisture, all of which is an important consideration.

Supply Trade

Chicago caller.—Robert W. Wiles of R. W. Wiles & Co., Kansas City, Mo.

Chicago, Ill.—The Sykes Co., sheet metal workers, are now located at their new address, 930 W. 19th Place.

Indianapolis, Ind.—The Avery Scale Co. of North Milwaukee, Wis., has recently opened an office in this city, 425 Board of Trade Bldg., with W. S. Smith in charge.

Tiffin, O.—The Webster Mfg. Co. announces that T. K. Webster, for many years its president and one of its principal stockholders, has severed his connection with the company. The new officers include F. S. Shaw, pres., and A. T. Perkins, vice-pres. and gen. mgr.

Chicago, Ill.—The Hess Warming & Ventilating Co. is passing out free to users of moisture testers a handy steel swab holder, for wiping out the receiving graduates and tubes. These are given to users not only of Hess testers, but of the glass flask testers, on your request when ordering parts or accessories.

Charlotte, N. C.—In accordance with its long established policy of business expansion, the H. W. Johns-Manville Co., New York, N. Y., has recently opened a branch office in the Commercial Bank Bldg., with E. U. Heslop in charge. He is to be assisted in covering the western section of North Carolina by P. J. McCusker and P. W. Whitlock.

Chicago, Ill.—Mr. Geo. Burrell, of the Burrell Engineering Co., will return the fore part of next week from his trip to Australia. Mr. Burrell was appointed by the Australian Government to study the Australian grain elevator needs and to plan and design elevators serving the country's purposes, and yet incorporate the modern facilities and devices of American elevators.

Chicago, Ill.—A very original piece of business literature is the booklet just published by the Ceresit Waterproofing Co. It covers in detail the many advantages resulting from the use of Ceresit Compound, for concrete construction. It should be in the possession of every grain elevator man, who has that of new construction or the modernizing of old houses. Readers of the Journal will be gladly supplied upon request to the Ceresit Co.

Bradlev, Ill.—The creditors of the Burrell Mfg. Co., bankrupt, are notified that the trustee has filed a petition for public or private sale of all of the assets shown in the inventory and appraisement, to the value of approximately \$18,500. Further, that a creditors' meeting will be held at the offices of W. J. Grant, referee, Danville, on July 29th, at 10 A. M., for the purpose of considering said sale and entering order of sale of all the property, both real and personal.

An Advertising Truth.—What would we think of the housewife who would prepare a dinner for twenty guests and when the dinner was ready to serve, happen to think that she had forgotten to invite the guests. This is a parallel case to the merchant who fails to advertise. He will spend much time and use great care in selecting and putting in order a stock of merchandise, only to sit down and wait for the people to invite themselves in to buy. Let us repeat—this is a day and age of going after business.

A NEW ROTARY SEPARATOR.

As a cleaning machine for all around use in the grain elevator and warehouse the separator shown in the engraving herewith four decided advantages are claimed for it by its makers: small power required, large capacity on the floor space, two fans working independently and perfect balance, with slow speed and rotating motion.

The machine cleans wheat, shelled corn, oats, barley, rye, rice and all small grains.

The peculiar rotating motion is imparted by an upright crank shaft, while the straight end motion at the discharge end is imparted by a stationary flat spring. The consequent end and side motion distributes the grain uniformly across the screens and gives great capacity for the amount of screen surface.

Entering the cleaner the grain falls upon an inclined feed hopper and into the first air trunk, where a plain, smooth, steel spreader discharges it evenly in a thin stream upon the first or scalping screen, having large perforations so that ordinarily all grain passes thru within 12 or 14 inches of the feed end.

From the scalping screen the grain falls upon the first main screen and then passes thru to a parallel second screen, all foreign material larger than the grain tailing over the end of the main screens and spouting off to one side of the machine.

Falling thru the main screens the grain is fed on a cockle screen permitting smaller broken corn, sand, seeds, dirt and small stones to fall thru and be spouted away. This screen like the others, removes from the feed end of the machine.

Having passed over the cockle or sand screen, the grain falls in a thin, uniform stream directly into a wide air trunk, where a strong current of air removes all light material, the discharge of grain from the shoe being regulated by the operator, which is especially desirable when cleaning light oats, as it enables the operator to take in air above the oats as well as below.

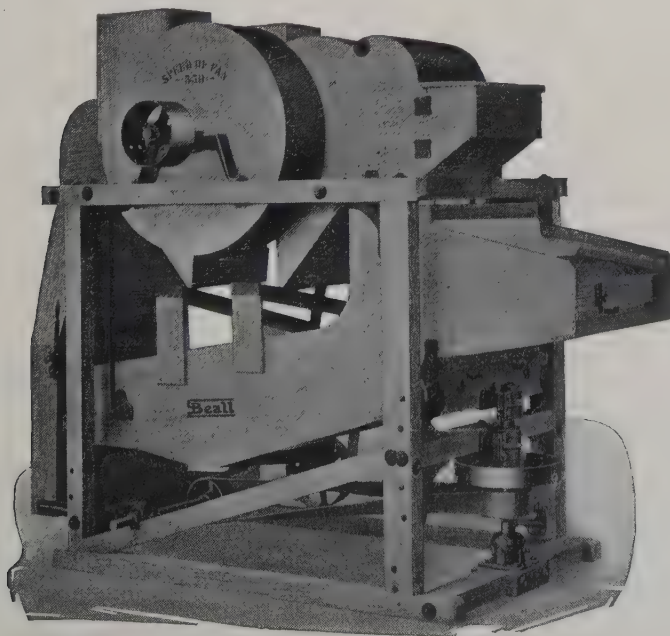
The shoe is supported at the feed end

by two upright steel rods which work in oil sockets and carry the weight and vibration of the shoe at a point below the center of frame, reducing the vibration to a minimum. A balance wheel on the upright crank shaft is provided with a half-moon shaped, adjustable weight which counteracts the weight of the shoe and insures smooth easy running. The momentum of this wheel practically runs the shoe after once being put in motion. Wear is confined to one bearing and this is fountain oiling. The fan bearings are ring oiling.

The machine is dustless. The valves which control the air currents are on the side of the air trunk and are easily adjusted from the floor. The light material removed from the fans is deposited in the aspirator tips and automatically discharged into spouts. Two large fans are used, with a partition or division between them. One of these fans draws air thru the grain as it falls upon the shoe at the feed end. The other fan draws air through the grain as it discharges from the shoe into the air trunk. Located between the eyes of the two fans, and extending the full width across the air expansion chamber, are two rows of adjustable, sliding valves, so placed that each set operates independently on the first and second air separations. These valves are used to equalize the air currents; in other words, to provide uniform fan suction lifting strength across every fractional part of the two suction trunks.

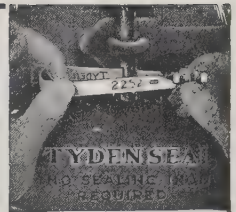
The air currents, drawn up through each suction trunk to the fans, pass over the two rows of adjustable valves, which may be regulated as desired. Thus absolutely uniform velocity is maintained, there being no "dead" spots where grain will miss cleaning, and no "over-strong" spots where good grain will be drawn off and lost in the screenings. Additional information will be given readers of the Grain Dealers Journal on application to the Beall Improvements Co.

Hastings, Neb.—A recent reorganization of the Hastings Foundry & Iron Works has been effected, with A. H. Farnens as president and J. W. Worrick as gen. mgr.



Rotary Grain Separator.

Tyden Car Seals Prevent Losses and Claims.



Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

International Seal & Lock Co.
Hastings, Mich.
Chicago Office, 617 Railway Exchange.

Transit Leaks

are unknown to the grain shippers who use

Kennedy Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof.

CHEAP—MODERN—PROFITABLE

Write now for particulars

The Kennedy Car Liner & Bag Co.
SHELBYVILLE, INDIANA, U. S. A.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. G. W. in Sup. 5 to 50-B gives rules and charges for reconsigning freight in the Minneapolis district, effective Aug. 1.

K. C. S. in Sup. 8 to 24C quotes rates on grain and grain products from connections to points in Ark. and Okla., effective July 30.

Paul Rainer, agt., in Milling and Malting Circular No. 11 gives rules governing milling and malting of grain at Chicago, effective Aug. 15.

C. G. W. in Sup. 7 to 28-B gives rules and regulations governing transit privileges on grain and seeds at C. G. W. stations, effective Aug. 1.

Paul Ranier, agt., in Transit Grain Circular No. 17 gives rules governing joint transit privileges on grain at Chicago, effective Aug. 15.

C. M. & St. P. in Sup. 30 to 32883 quotes rates on wheat, corn, oats, rye and mill-stuffs between stations in Ill., Wis., and Mich., effective July 31.

C. & A. in 1570-D gives rules governing milling, malting and transit privileges on grain, grain products and seeds at C. & A. stations effective July 16.

C. R. I. & P. in Sup. 8 to 22000C quotes rates on grain and grain products between various stations and Ill., Ia., Minn., and S. D. points, effective Aug. 2.

M. K. & T. in Sup. 9 to 4390 quotes rates on grain and grain products between Kan., Ia., Mo., and Neb. points, and Mo., Kan., and Okla. points, effective Aug. 12.

C. G. W. in 22-A quotes rates on flax and millet seed, wheat, corn, oats, rye and barley from its stations in Ill., Ia., and Minn., to Milwaukee, Wis., effective July 26.

C. G. W. in Sup. 18 to 36-A quotes rates on grain, grain products, flax and millet seed between Chicago, Ill., and stations in Ia., Mo., Kan., and Minn., effective July 26.

C. G. W. in Sup. 14 to 6-A quotes rates on feed and meal from Chicago, Ill., to Dubuque, Ia., 11.8c, to Holcomb, Ill., 8.58c, and to Stillman Valley, Ill., 8.97c, effective July 15.

K. C. S. quotes a rate of 10c on corn and corn meal, and 14c on wheat from Kansas City to Muskogee, Okla., applying only on shipments originating beyond, effective July 31.

C. & N. W. quotes a rate of 19c to Lincoln, Wahoo and Fremont, Neb., 21½c to Plainview, and 24½c to O'Neill, Neb., from Watertown, S. D. on grain products, effective Aug. 1.

Ill. Cent. in 958G quotes rates on grain and grain products milled at Memphis, Tenn., to points in Mississippi Valley, Southeastern and Carolina territories, effective Aug. 3.

Western Trunk Lines in Sup. 5 to I-J gives rules covering cooping of cars, minimum weights on grain, and allowance for invisible loss in grain shipments, effective Aug. 1.

C. & N. W. quotes a rate of 25c on corn and oats from Omaha, Neb., Council Bluffs, and Sioux City, Ia., to Belle Fourche, Black Hawk, S. D., and Casper, Wyo., effective Aug. 1.

Mich. Cent. in Sup. 13 to 9073 quotes a rate of 13c on grain and grain products, as specified, from Oxford, Rochester, and Rochester Junction, Mich., to Louisville, Ky., effective Aug. 15.

C. R. I. & P. quotes rates of flaxseed 13½c, wheat 10½c, and corn; rye, oats and barley 10c between Pipestone, Minn., and St. Paul, Minneapolis, Minnesota Transfer, and South St. Paul, Minn., effective Aug. 11.

Santa Fe quotes an export rate of 28c on wheat and 25c on corn from Ensign, Haggard, Montezuma, and Copeland, Kan., to Galveston, Port Bolivar, and Texas City, Tex., effective July 1.

C. & N. W. tariff 11475A, quoting rates on grain and flaxseed between stations in Ill., Wis., etc., and stations in Iowa, Minn., N. D., and S. D., has been suspended by the I. C. C. until Jan. 8.

C. M. & St. P. in Sup. 24 to 6952B quotes rates on grain and grain products between its stations and connections, and Chicago, Ill., Milwaukee, Wis., and Minn., Ia., Mo. and Neb. stations, effective Aug. 5.

C. G. W. in 79-C quotes a rate of 18c on wheat, pearl barley, etc., from Cedar Falls, Ia., Chicago, DeKalb, Joliet, Waukegan, Ill., and Waterloo, Ia., to Duluth, Minn., and Superior, Wis., effective July 1.

C. B. & Q. in Sup. 13 to 371 quotes rates on grain and grain products from Kansas City, Mo., Atchison, Kan., and rate points, to Brookport, Metropolis, Ill., Paducah, Ky., and rate points, effective Aug. 15.

A. T. & S. F. in Sup. 1 to 7481-D quotes additional rates on grain products from stations in Kan., Colo., and Okla., also Superior, Neb., to stations in Ala., Ark., Ia., Mo., Miss., and Tenn., effective Aug. 1.

C. B. & Q. in Sup. 25 to ICC 9431 quotes rates on grain and grain products between Omaha, Neb., Sioux City, Ia., St. Joseph and Kansas City, Mo.; and stations on C. B. & Q. and connections, effective Aug. 1.

K. C. S. quotes a rate of 22c on wheat, 20c on corn, and 26c on flaxseed from Omaha, South Omaha, Nebraska City, Neb., and Council Bluffs, Ia., to Fort Smith and South Fort Smith, Ark., effective July 31.

M. K. & T. in Sup. 4 to 5645A quotes rates on wheat, corn and articles taking same rates from St. Louis, Mo., Alton and East St. Louis, Ill., to M. K. & T. stations in Kan. and Okla., effective Aug. 12.

A. T. & S. F. in Sup. 5 to ICC 1208 quotes rates on grain and grain products between San Francisco, Richmond, Oakland (Emeryville), Stockton, and Los Angeles, Cal., and points in Cal., Ariz., and N. M., effective Aug. 11.

Union Pacific in Sup. 6 to 13475 quotes rates on grain and grain products between stations in Kan., Wyo., Ill., Colo., Neb., Mo., Minn., and Ia.; and stations in Colo., Kan., Neb., N. M. and Wyo., effective Aug. 1.

C. G. W. in Sup. 11 to 15159 quotes proportional rates on grain and grain products from its stations and connections to East Dubuque and Keithsburg, Ill., applying only on shipments to C. F. A. points, effective Aug. 1.

M. O. & G. quotes a proportional rate of 18½c on wheat and 17½c on corn from Joplin, Mo., to Algiers, Galveston, Tex., Gretna, Westwego, New Orleans, La., Port Arthur and Texas City, Tex., for export, effective Aug. 4.

C. G. W. in 97-A quotes rates on grain, grain products and seed between Minneapolis, St. Paul, Minnesota Transfer, and South St. Paul, Minn.; and stations on C. G. W. and connections in Ia., Mo., Minn., and Wis., effective July 1.

Nor. Pac. in ICC 5360 cancels 4189 covering rates on grain and millfeeds from stations in Montana to St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior, Superior (East End or Central Ave.), Wis., effective Aug. 5.

Ill. Cent. in Sup. 6 to 601C quotes rates on grain and grain products between Chicago, Ill., Milwaukee, Wis., and other stations in Ill. and Wis.; and stations in Ia., Minn., and S. D., also Omaha and South Omaha, Neb., effective Aug. 1.

C. St. P. M. & O. in Sup. 9 to 1965 quotes a rate of 7½c on corn, rye, oats, and grain screenings from St. Paul, Minneapolis and Minnesota Transfer, applying only on shipments originating beyond, to Cotton and Stanley, Wis., effective Aug. 1.

C. R. I. & P. in Sup. 75 to 12450C quotes rates on grain and grain products between Missouri River common points; also St.

Louis, Mo., East St. Louis, Ill., and stations in Colo., Ill., Ia., Kan., Mo., Neb., and Okla., points, effective Aug. 13.

A. T. & S. F. in Sup. 7 to 5655-T quotes export rates on grain and grain products from stations in Kan., Okla., and Colo. east of Colorado common points, also Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., effective July 1.

A. T. & S. F. in Sup. 11 to 5760F quotes a rate of 7c on grain between Kansas City, Mo., and Lexington Jct., Vibbard, Rayville, Swanick, and Richmond, Mo.; also a rate of 8c between Kansas City and Gower, Mo.; effective state July 22, interstate Aug. 20.

C. G. W. in Sup. 24 to 14481 quotes additional rates on grain, grain products and seeds from Kansas City, Kan.-Mo., St. Joseph, Mo., Leavenworth, Atchison, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to C. G. W. stations, effective June 12.

C. G. W. in Sup. 2 to 79-C quotes a rate of 15c on flaxseed from Minneapolis, Minnesota Transfer, St. Paul, and South St. Paul, Minn., when originating beyond, to Fredonia, Kan., this rate to remain in effect until Oct. 29, 1913, after which combination rates will apply.

C. St. P. M. & O. in Sup. 13 to 1625A quotes rates on grain and grain products between St. Paul, Duluth, Minn., Chicago, Ill., and stations in Minn., Ia., S. D., and Neb.; also between Sioux City, Ia., and Omaha, Neb., and Minn., Ia., S. D., and Wis. points, effective Aug. 1.

C. G. W. in 22-A quotes a proportional rate of 14c on flax and millet seed, 12c on wheat, and 11c on corn, oats, rye and barley from St. Joseph, Mo., Leavenworth, Kan., Kansas City, Kan.-Mo., Council Bluffs, Ia., Omaha, and South Omaha, Neb., to Milwaukee, Wis., effective July 26.

C. I. & S. in Sup. 1 to 53 cancels grain rates from its stations west of Kankakee, Ill., to Kankakee; also cancels proportional rate on grain received from connections and forwarded east of Kankakee, Ill., via C. I. & S., effective Aug. 11. Thereafter rates quoted in 51A will apply, resulting in an advance.

C. St. P. M. & O. quotes a proportional rate of 5½c on wheat and 4½c on coarse grains from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Winona, Minn., applying only on grain cleaned, milled, malted or otherwise treated in transit at Winona for points east thereof via the C. & N. W. Ry., effective Aug. 1.

Kanawha Dispatch Routes in Sup. 2 to EB699 gives rules governing forwarding and reshipping of grain and grain products from and thru Cincinnati, O.; Covington, and Louisville, Ky., to Southeastern territory; also application of proportional rates on thru consigned shipments of grain via Cincinnati, O., and Louisville, Ky., effective July 22.

Great Northern quotes a rate of 30c on wheat from Hesper, Rim Rock, Shorey, Acton, Comanche, Broadview, Painted Robe, Belmont, Cushman, Franklin, Wallum, Hedges, Oxford, Judith Gap, Barros, Buffalo, Mendon, Hauck, Hobson, Mocaslin, Benchland, Windham, Stanford, Dover, Merino, Geyser and Spionkop, Mont., to Omaha, Neb., effective Aug. 5.

C. G. W. in 79-C quotes a rate of 17c on wheat, and 16c on corn, oats, rye and barley from Kansas City, Kan.-Mo., Leavenworth, Kan., and St. Joseph, Mo., to Duluth, Minn., and Superior, Wis.; also wheat 16c and corn, oats, rye and barley 15c from Council Bluffs, Ia., Omaha and South Omaha, Neb., to Duluth, Minn., and Superior, Wis., effective July 1.

C. M. & St. P. in Sup. 31 to 7015A quotes rates on grain and grain products from St. Paul, Minneapolis, and Minn. Trf., Minn., when originating beyond, to Chicago, Ill., and rate points when milled in transit at Milwaukee, Wis.; also rates from Missouri River points when originating beyond and milled in transit at Minn., Ia., Wis., and S. D. points, to Chicago, Ill., Milwaukee, Wis., and rate points, effective July 18.

C. B. & Q. quotes a rate of 16½¢ on flaxseed from Winona, St. Paul, Minneapolis, Minnesota Transfer, and South St. Paul, Minn., and La Crosse, Wis., when originating beyond, to Kansas City, St. Joseph, Mo., Leavenworth and Atchison, Kan., to Nebraska City, Omaha, and South Omaha, Neb., Pacific Jct., and Council Bluffs, 15½¢; effective July 15.

A. T. & S. F. in Sup. 3 to 5702-D quotes rates on corn, castor beans, pop corn, seeds and hay between stations in Kan., Colo., Okla., Superior, Neb., and Joplin, Mo.; and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and stations taking same rates; effective Aug. 1.

C. R. I. & P. quotes export rates as follows: wheat 24½¢ and corn 22¢ from Clinton and Hammond Junction, Okla., to Galveston, Texas City, Tex., New Orleans, Port Chalmette, Algiers, Gretna and Westwego, La.; also wheat 25¢ and corn 22¢ from Blood Spur and Pitman Spur, Kan., to Mobile, Ala., New Orleans, Port Chalmette and Westwego, La., effective Aug. 9.

C. G. W. in Sup. 12 to 14572 quotes rates from Kansas City, Kan.-Mo., St. Joseph, Mo., Leavenworth, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., when originating beyond, to Jeffersonville and New Albany, Ind., wheat 13¢, corn and oats 12¢; to Louisville, Ky., wheat 14¢; corn and oats 13¢; applying only on traffic destined to South-Eastern and Carolina territories; effective June 14.

C. M. & St. P. quotes oats 15¢ and barley 15¢ from Hopkins and St. Louis Park, Minn., to East St. Louis, Alton, Ill., Hannibal and St. Louis, Mo.; also wheat from same points to Hannibal, Mo., 14½¢; from Canton, Worthing, Lennox, Chancellor, S. D., to St. Louis, Mo., wheat 22¢; corn, rye, oats and barley 19½¢; from Parker and Marion Jct., S. D., to St. Louis, wheat 22½¢; corn, rye, oats and barley 20¢; effective July 15.

A. T. & S. F. in Sup. 5 to 5588-J quotes rates on grain and grain products between stations in Kan., Colo., Mo., Okla., also Superior, Neb.; and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points; also proportional rates to or from Omaha, South Omaha, Lincoln, Neb., Council Bluffs, and Sioux City, Ia.; also distance rates between stations in Oklahoma, between stations in Kansas, and Superior, Neb., and Joplin, Mo., effective Aug. 1.

C. & N. W. in Sup. 7 to ICC 7402 quotes proportional rates to Botna and Kirkman, Ia., from the following points: Omaha or South Omaha, Neb., wheat 9¢, corn 8¢, alfalfa feed or meal 8¢; from Council Bluffs, Ia., to Botna, wheat 8.7¢, corn, alfalfa feed or meal 7.2¢; to Kirkman, wheat 8.9¢, corn, alfalfa feed or meal 7½¢; from Missouri Valley, Ia., to Botna, wheat 8.4¢, corn, alfalfa feed or meal 7¢; local rates between Omaha or South Omaha, Neb., and Botna, wheat 9.7¢; corn 8.2¢; between Omaha and South Omaha, and Kirkman, wheat 9.9¢, corn 8½¢; effective Aug. 1.

IMPORTS OF BREADSTUFFS.

Imports of breadstuffs into the United States and entered for consumption during the quarter ending Mar. 31, 1913, included 3,238 bus. of barley, 40,977 bus. of buckwheat, 8,837 bus. of corn, 43,967 bus. of oats, 46,312,353 lbs. of rice, 8 bus. of rye, and 202,466 bus. of wheat. For the corresponding quarter ending Mar. 31, 1912, the imports included 1,169,500 bus. of barley, 9,117 bus. of buckwheat, 2,985 bus. of corn, 250,788 bus. of oats, 38,694,109 lbs. of rice, and 329,045 bus. of wheat, as reported by O. P. Austin, ass't chief of Bureau of Statistics.

This grain paid duties per bu. as follows: Wheat, 30¢; buckwheat, 15¢; corn, 15¢; oats, 15¢; rye, 10¢; and rice ¼¢ to 2¢ per lb.

Books Received

CONTROLLING CANADA THISTLES, by H. R. Cox, gives practical advice on fighting this weed, both in cultivated fields and in pastures.—Farmers Bulletin No. 545; 14 pages; U. S. Dept. of Agriculture, Washington, D. C.

KING'S AUTO GUIDE is a touring book covering the principal automobile routes in Illinois, Wisconsin, Eastern Minnesota, Indiana, Michigan, Ohio, part of Kentucky, New York, Pennsylvania, and Ontario. The guide gives detailed road instructions, maps, and indexes, and is arranged for quick reference. It is an invaluable aid to the automobile tourist. Flexible cloth binding, 443 pages, Sidney J. King, Chicago.

OFFICIAL RAILWAY GUIDE contains the time tables, corrected up to the minute, of all railroads operating in this country, Canada, Mexico and Central America, together with steamship schedules and the time tables of a number of foreign lines. The book gives the arrival and departure of all trains from every station on this continent. It is furnished with maps, well indexed, and is indispensable to the traveler.—Paper cover, 1,600 pages; \$1; National Railway Publication Co., New York.

MARKETING AND FARM CREDITS contains the complete proceedings of the First National Conference on Marketing and Farm Credits held at Chicago Apr. 8, 9 and 10. The various papers discussed every phase of the marketing problem. W. J. Spillman of the U. S. Dept. of Agriculture, in his address on "Marketing Farm Products," made an important point when he said: "General decrease in the cost of marketing would first benefit the farmer by increasing his profit. But this increase in profits would lead to greatly increased production, and a resulting drop in prices. Prices would go below the cost of production and thus drive out a large number of growers. After that, prices would fluctuate about the normal—that is, the cost of production, and the consumer would reap all the benefit. The task before us is not a simple one. I believe the organization of efficient systems of marketing is entirely practicable and certainly highly desirable; but unless we can go further than that and adjust production to market demands, the farmer will ultimately get no benefit from the movement further than the benefit that will come to the general public, of which the farmer is a part." For oats the farmer receives 28¢ and the consumer pays \$2.30. The sessions on Apr. 10 were devoted to papers on rural credit systems in Europe and the improvement of conditions in America. By C. W. Holman, Sec'y, Conference on Marketing and Farm Credits; Steger Bldg., Chicago. Cloth, 229 pages, \$1.

Imports and Exports of Beans.

Beans amounting to 978,276 bus. were imported in the eleven months prior to June 1, compared with 902,136 bus. imported in the corresponding period of 1912. Exports of beans and dried peas during the eleven months prior to June 1 included 378,328 bus. of domestic origin and 39,132 bus. of foreign origin; compared with 317,198 bus. of domestic origin and 23,730 bus. of foreign origin exported in the corresponding period of 1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the eleven months prior to June 1, aggregated 199,288,438 lbs., compared with 172,328,839 lbs. imported in the corresponding period of 1911-1912. Exports included 24,473,652 lbs. of rice to June 1, compared with 26,374,886 lbs. exported in the corresponding period of 1911-1912. Of foreign rice, rice flour, rice meal, and broken rice we re-exported 11,670,572 lbs. during the eleven months prior to June 1, compared with 9,130,752 lbs. re-exported in the corresponding period of 1911-1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

When You Buy a Drier—

Don't lose sight of the main issue.

The first price is something, of course—but you soon forget it.

The cost of operation is really the thing to watch, for that stays by you—and is a tax on every bushel of grain you handle.

The consumption of power represents the chief cost of operating; power to drive the fans and steam to heat the air.

Slow running fans are economical; but fast running eats up more power than most folks realize. Suppose a fan running two hundred revolutions takes **three** horse power. When you speed it up to four hundred it takes **sixteen** horse power—and when it turns six hundred a minute it calls for **fifty** horse power. Do you see the point? Get a drier with slow fans—and low air pressure. That's the **HESS DRIER**. All others—because the air must be forced through close wire mesh, or perforated metal, call for **high** pressure, and a lot more power, (daily expense) than the **Hess**.

Same thing with steam coils—using up steam. **Hess** Coils of the new design (1913) circulate more quickly—and heat up easier than the older types with Manifold headers. We save not only steam—but repairs and leakage and lost time. And we can use exhaust steam, or live steam as hot as your boilers can make it, or anything between—any pressure that pipe will stand,—and no unequal strains or leakage.

Let us tell you a few more things about driers. There isn't the profit in drying that there used to be when driers were new;—there's competition—and the man with the economical machine (the **HESS**) is going to win out. There was a nice illustration of this at Buffalo last month, on that Erie Salvage!

Ask us for more.

Hess Warming & Ventilating Co.

907 TACOMA BLDG., CHICAGO

Coming time—soon—to look up
Hess Improved Moisture Testers

Supreme Court Decisions

Shipper's Failure to Read Carrier's Receipt.—Where a shipper accepts a receipt expressing the conditions upon which property is to be transported, he is bound thereby, tho he fails to read same or to acquaint himself with its contents.—*West-erfield v. Fargo*. Rockland County Court, New York. 141 N. Y. Supp. 544.

Limitation of Carriers' Liability.—A contract of shipment limiting a carrier's common-law liability is void, where the carrier's agent is not authorized to accept shipments under the common-law liability, and the shipper has therefore no opportunity to ship, except under a limitation of liability.—*C. C. & St. L. Ry. Co. v. Hayes*. Supreme Court of Indiana. 102 N. E. 34.

Furnishing Two Small Cars in Lieu of Large Car.—An initial carrier of an interstate shipment, which furnishes two small cars in lieu of a large car ordered by the shipper, is, by reason of a rule of the Interstate Commerce Commission, limited to the rate applicable to the larger car.—*Yorke Furniture Co. v. Southern Ry. Co.* Supreme Court of North Carolina. 78 S. E. 67.

Deterioration in Transit.—In an action by the seller of corn, where the defendant claimed that when it arrived it was rotten and weevil-eaten, evidence that it was sound when loaded only five days before will warrant a finding that it was in good condition on arrival, in the absence of evidence showing that it was exposed to damaging conditions in transit; for jurors have the right to apply the test of common knowledge and experience to evidence submitted to them.—*Levy v. Lupton*. Court of Civil Appeals of Texas. 156 S. W. 362.

Rights of Transferee of B/L.—Where a vendor of goods consigns them to the purchaser, taking a B/L from the carrier, and, intending to resume the right of control over them, at the same time draws upon the purchaser for the price and delivers the draft with the B/L attached to an indorsee for a valuable consideration, the consignee, upon receipt of the goods, takes them subject to the rights of the holder of the draft and B/L, and cannot retain the price of the goods on account of a debt due him from the consignor.—*Latham v. Spragins*. Supreme Court of North Carolina. 78 S. E. 282.

Action on Warehouseman's Bond.—Plaintiff brings action against the bondsmen of a warehouseman for the value of certain wheat storage tickets. Held, that when suit is brought upon the bond required by section 2247, Rev. Codes 1905, the complaint must show that such action is brought on behalf of all the holders of storage tickets upon which default has been made, and the better procedure is to bring the action in the name of the state for the benefit of said ticket holders. Action by one of many such ticket holders, in his own individual name, will not lie.—*Phillips v. Semingson*. Supreme Court of North Dakota. 142 N. W. 47.

Damages for Discrimination by Carrier.—The shipper's common-law right of action for damages for discrimination in rates is not taken away by our rate-regulating statutes, which furnish no civil remedy to the shipper therefor. In such an action, whether based upon the common-law or the statutory duty not to discriminate in rates, the shipper may recover the difference between the charges exacted of him and those accepted from the most favored shipper; and though the rates charged the plaintiff were those established by law, such a recovery neither compels the defendant to commit a second wrong nor in any way affects the legally established

rates.—*Sullivan v. Minneapolis & R. R. Ry. Co.* Supreme Court of Minnesota. 142 N. W. 3.

Fixing of Rates by Interstate Commerce Commission.—The courts cannot set aside an order of the Interstate Commerce Commission requiring a reduction of rates by a railroad company on coal to a single terminal, on the ground that its effect will be confiscatory, on an allegation that the prior earnings of the company did not exceed 4 per cent on the value of its property, where it is also shown that the order affects less than one-eleventh of the freight traffic of the company, it is admitted that the rates fixed by the Commission are not below the cost of the service and some substantial profit, and it does not appear whether or not its other rates are reasonable.—*Lehigh Valley R. Co. v. Interstate Commerce Commission*. U. S. Commerce Court. 204 Fed. 986.

State Court Has Jurisdiction of Carrier Failing to Furnish Grain Doors for Interstate Shipment.—The rule in actions at law that, upon appeal from a single judgment the court must affirm or reverse as to the whole of the recovery, and as to all of the parties, has no application where plaintiff's cause of action to recover the cost of lumber furnished in fitting cars for intrastate and interstate shipments of grain and produce in bulk are easily separable into a cause of action as to interstate shipments and one as to intrastate shipments, so that where plaintiff was entitled to recover on the intrastate shipments, but not on the interstate shipments, the court might direct that the judgment should be reduced to the amount recoverable on the intrastate shipments, and as thus modified, affirm the judgment.—*Loomis v. Lehigh Valley R. Co.* Court of Appeals of New York. 101 N. E. 907.

Diversion of Shipment.—Where a shipment of apples was wrongfully diverted by the terminal carrier from the destination specified in the B/L at the request of the buyer, who was only entitled to the fruit on paying a draft attached to the B/L, which he failed to do, but caused the apples to be attached in an action against the shipper, a letter, written by the shipper to the terminal carrier as soon as he learned that the car had been stopped, and before its contents had been attached, was admissible, in an action against the initial carrier, to show that the shipper promptly objected to a violation of the B/L by such terminal carrier, which was the initial carrier's agent in control of the property, as provided by the Interstate Commerce Act June 29, 1906, c. 3591, 34 Stat. 593 (U. S. Comp. St. Supp. 1911, p. 1307).—*Perkett v. Manistee & N. E. R. Co.* Supreme Court of Michigan. 141 N. W. 607.

Carrier's Liability for Damage by Flood.—There had been a general storm in the northern part of the state in which the cars were destroyed. There was warning given by the Weather Bureau of the floods; besides, the defendants had other sources of information. The water reached the flood stage on Aug. 26, 1908. The cars were left in the lowest part of the defendants' yards—terior to the rise of the waters—and they failed to haul them out. The train was made up in part of the two cars destroyed. There were in the train in the yard cars loaded with lime, which were ignited by water of the flood. On learning that there was to be an unprecedented rise, it behooved defendants to be unusually careful with the cars loaded with lime and haul them away from the danger line.—*National Rice Milling Co. v. New Orleans & N. E. R. Co.* Supreme Court of Louisiana. 61 South. 708.

Tender of Delivery.—The seller of barley for delivery between Apr. 15 and Sept. 1, at a warehouse from which the freight rate did not exceed \$3 per ton, stored the grain in such a warehouse and gave negotiable warehouse receipts to his agent, with instructions to deliver them to the buyer upon payment of the purchase price, but the agent could not find the buyer at his home and left at his residence a written notice of the place of delivery and a du-

plicate notice at the postoffice, addressed to him. The notice left at his residence was received there by him on the morning of Sept. 1 on his return. Held, that under Civ. Code, § 1858b, which makes the transfer of negotiable warehouse receipts a symbolic delivery of goods and a transfer of the title, the seller had made a timely tender of delivery or offer to perform.—*A. Wideman Co. v. Diggs*. District Court of Appeal, California. 131 Pac. 882.

Federal Court Has Jurisdiction of Suit for Damage in Transit.—A suit by a shipper against a railroad company to recover for damage or injury to property while being transported in interstate commerce is one arising under Interstate Commerce Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169), as amended by Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 (U. S. Comp. St. Supp. 1911, p. 1307), of which a federal District Court is given original jurisdiction by Judicial Code (Act March 3, 1911, c. 231) § 24, par. 8, 36 Stat. 1092 (U. S. Comp. St. Supp. 1911, p. 136), which confers jurisdiction on such courts of all suits and proceedings arising under any law regulating commerce, except those of which the Commerce Court is given exclusive jurisdiction, and such a suit is removable under section 28, without regard to the amount involved.—*McGoon v. Northern Pacific Ry. Co.* District Court, North Dakota. 204 Fed. 998.

Unlawful Lease of Railroad Land.—Complainant, a railroad company, leased premises to defendant for a term of 5 years with privilege of an additional term of 20 years. The consideration for the lease was illegal, in that the rental reserved was less than the actual rental value of the property; the difference being a concession granted to defendant on account of shipments to be made on complainant's road at schedule rates. Under the law of Ohio the lease, being void, created a tenancy from year to year only. Prior to the expiration of the 5-year term complainant repudiated the lease and commenced suit for its cancellation at the end of that term. Held, that it was not precluded from maintaining such suit by the fact that it was particeps criminis, the lease as to the renewal term being executory, and its continuance being contrary to public policy, but that it could not require an accounting for rental accrued prior to the commencement of the suit.—*C. C. & St. L. Ry. Co. v. Hirsch*. U. S. Circuit Court of Appeals. 204 Fed. 849.

Commission Merchant Not Liable for Freight Undercharge.—The Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]) does not prohibit a carrier from giving credit to a consignor for freight charges, and though the consignee may be chargeable with notice of the scheduled rates, yet when acting as agent for the consignor he is neither, so far as the carrier is concerned, obliged to compare the rate demanded by the carrier with the lawful rate, nor to inquire what arrangement, if any, the carrier had with the consignor for any additional charges required by law, and hence where peaches were shipped to defendant as the owner's agent for sale on commission, and defendant paid plaintiff the freight charges demanded, which by mistake of defendant's agent were too low to conform to the scheduled rates, defendant having sold the peaches and accounted to the owner for the proceeds, less the freight paid, was not liable for the difference between the freight demanded and the lawful charges.—*Pennsylvania R. Co. v. Titus*. Supreme Court of New York, Appellate Division. 142 N. Y. S. 43.

SHIPPERS should be extremely careful in taking wheat threshed since the rains, as damp wheat may be discounted several cents per bushel on account of danger in heating on a long haul. Some smutty wheat, if very dry, is being disposed of at very light discounts, but if damp and mashed on the berry, the discount will widen.—*Bert A. Boyd*.

NEW PARCEL POST RATES.

The parcel post system has been improved by a reduction in the rates of postage and by an increase in the weight limit from 11 lbs. to 20 lbs. within the first and second zones. A convenient rate chart has also been substituted in place of the parcel post map for determining rates. The changes will become effective Aug. 15. The first zone will hereafter include the territory within the local delivery of any post office. The second zone will include the remainder of what is now the first zone, together with the present second zone, that is, all territory within a radius of approximately 150 miles from the receiving post office. The rate of postage on parcels weighing in excess of four ounces in the first zone will be reduced from 5c for the first pound and 1c for each additional pound to 5c for the first pound and 1c for each additional pound. Postage rates for the second zone will be reduced to 5c for the first pound and 1c for each additional pound. The maximum weight of parcel post packages will be increased from 11 to 20 lbs., this change applying only to the first and second zones. No change will be made in the restrictions as to the size and form of the package. The use of special parcel post stamps will be no longer required. The insurance fee was reduced, effective July 1, from 10c to 5c for packages on parcels worth up to \$25 and 10c on packages worth more than \$25 and less than \$50. The changes are experimental, and it is expected that the experience gained will act as a guide for further reductions in the postage and further increases in the size limit.

Insurance Notes.

The Nebraska workingmen's compensation law did not go into effect July 21, as given in that statute. A petition was circulated to refer this law to the voters for decision, and it will be placed upon the referendum ballot for the spring election of 1914.

The Wisconsin workingmen's compensation law has been amended, effective Sept. 1, so that all employers of four or more persons are affected by the law unless they give notice that they do not wish to come under its jurisdiction. One of the amendments, however, takes away the defense of contributory negligence, thus making it more advantageous to the employer to come under the law. Another amendment fixes the compensation definitely for every injury.

HAVANA received from American ports during the period June 27 to July 9, 28,450 sacks of corn, 11,066 sacks of oats, and 11,819 bales of hay, according to a statement prepared by Emile Lecours.

Shinn Lightning Rods

We will protect your elevator from lightning damage—\$75,000.00 Surety Bond back my word. Your money backs if building burns. I send an expert State inspector to examine each job. You get protection from Shinn.

Send for free catalog.

W. C. SHINN
Factory, LINCOLN, NEB.



GRASSHOPPERS did so much damage in Western Kansas that on July 14 the farmers of Ford, Grey, Edwards and Pawnee Counties organized to fight the pest and spread eight tons of poisoned bran over the fields. This is the first time in forty years that a concerted movement has been made to kill the grasshoppers.

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c

THE SYKES COMPANY, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

Tri-State Mutual Grain Dealers Fire Insurance Co.

Luverne, Minn.

Write for our statement E. H. Moreland, Secretary

Workmen's Compensation or Employer Liability Insurance

Protects you from

liability imposed upon you by the Illinois Workmen's Compensation Law. Write for rates and information.

BALSLEY BROS.

GENERAL INSURANCE AGENCY,
SPRINGFIELD, ILLINOIS

Lightning causes nearly 30% of fires of Grain Elevators and Mills. Are you properly protected? If not, write us today.

MUNSON'S FAMOUS LIGHTNING CONDUCTORS

Unequalled by any make, will last a lifetime, pays for itself by earning you a lower insurance rate. Tried and true, 65 years without a failure.

MUNSON LIGHTNING CONDUCTOR CO., 146 Delaware St., Indianapolis, Ind.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS.

YOUR INSURANCE

is an important part of your business. We make a specialty of mills and elevators and if you need insurance, either permanent or short-term, wire or write.

Our service is worth more to you than the other man's policy.

MILLERS NATIONAL INSURANCE CO.,
Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.,
Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.,
Canton, Ohio.

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.,
Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Des Moines, Iowa.

THE MILLERS MUTUAL FIRE INSURANCE CO.,
Harrisburg, Pa.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.,
Ft. Worth, Texas.

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.,
Lansing, Mich.

GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.,
Indianapolis, Ind.

Patents Granted

Grain Door. No. 1,067,084. (See cut.) Frank F. Wandtke, Superior, Wis. The door consists of a main door and an auxiliary door, underneath the main door and hinged to it. The auxiliary door has two end members, built to abut the casing of the car and hinged to fold back when the door is not in use.

Grain Door. No. 1,067,548. (See cut.) Edward Posson, Chicago, Ill. The door is provided with a flat metal door sill having its outer edge turned up to form a track; said track being extended to one side to support the door when opened. The track is provided with a series of perforations to form a rack. A gear pinion carried by the door engages this rack; and the door is moved by rotating this pinion.

Bag Seal. No. 1,067,741. (See cut.) Hermon M. Jones, Lyons, Kan. A seal having an elongated body weakened in the middle to facilitate bending, provided with punched tongues extending inwardly to roll over side of bag and hold seal in position, with the ends of the seal adapted to be locked together after the seal has been rolled upon the bag, thus constituting an efficient means for securing the end of the bag.

Railway Car Door. No. 1,067,547. (See cut.) Edward Posson, Chicago, Ill. The door comprises an upper and a lower section, the lower edge of the upper section being stuck out and lapping over the upper edge of the lower section. A T-plate joins the two sections. Two auxiliary door openings are provided, having sliding covers and means for locking the door and sliding covers. A piece of angle iron on the door sills provides a trackway for sliding the door back and forth.

Grain Purifier. No. 1,067,342. (See cut.) Earl H. Reynolds, Chicago, Ill. This apparatus consists of a grain reservoir equipped with an inlet and outlet and so built that the grain is compressed into a compact mass. The grain is first moistened by forcing water vapor thru it. Machinery is also provided for compressing fumes and forcing them into and thru the compressed grain. The fume inlet and outlet are spaced as far apart as possible so that the fumes must filter thru the entire mass of grain before escaping.

Conveyor. No. 1,066,658. (See cut.) Leonard C. Roberts, Nunda, N. Y. This conveyor consists of a number of specially designed buckets connected to a series of pivoted link bars. The buckets are flat-

bottomed and rectangular, with one end inclined outwardly and the other end straight. The straight end is slightly higher than the inclined end, and on straight stretches of the conveyor, the edge of the inclined end engages closely with the straight edge of the bucket ahead, forming a continuous trough.

Bean Sorting Machine. No. 1,067,447. (See cut.) Charles E. Smith, Saginaw, Mich. On a suitable frame are mounted a hopper, feeding devices, and an inclined table equipped with cross-bars located just above the table. These cross-bars carry scraping plates arranged in sets, with successive sets oppositely inclined, and the rear ends of one set staggered with reference to the front ends of the succeeding set. Downwardly extending prongs also mounted on cross-bars, are provided between the sets of blades. Means are provided to actuate the cross-bars.

Seed Tester. No. 1,067,556. (See cut.) Ernest C. Schmidt and Alvin U. Smith, Ronestee, S. D. This device consists of a sheet metal receptacle adapted to contain hot water, a tray comprising a number of metallic troughs, and a pair of angle bars supporting the tray. The troughs have one side straight and the other side turned over to engage the straight side of the adjoining trough. Seed holding cups, consisting of a metallic piece having a short upturned side and a relatively higher upturned side, forming a handle, are located in the troughs.

SOUTH DAKOTA ANTI-DISCRIMINATION Law in Court.

A suit to test the validity of the South Dakota anti-discrimination law has been brot by the Farmers Co-operative Elevator Co. of Geddes, S. D., against the J. H. Queal Co., Fullerton Lumber Co., and Floete Lumber Co. The law makes it illegal to cut prices for the purpose of driving a competitor out of business.

The Elevator Co. charges in its indictments that the lumber companies held a meeting on July 14, 1911, at which they fixed a scale of maximum and minimum prices for their commodities. It is alleged that it was agreed to use the maximum prices, which afforded a good profit, where the elevator company was not competing for the business; and the minimum prices, which were the actual cost of the goods, were quoted when the elevator company made a bid for the business, thereby forcing it to sell its goods at a cost price.

The first indictments against the lumber companies were nullified by the courts on technical grounds, but another set has been returned, and a special jury was

convened at Parker, S. D., July 15, to hear the case.

SIDE LINES FOR THE GRAIN Dealer.

BY A. G. PHARNER.

Time was when the grain dealer was simply a dealer in grain, and nothing more.

Today the grain dealer who is not taking advantage of the situation and selling his farmer friends and customers dozens of articles needed in their every day work is certainly the exception.

As a rule, grain dealers are located where space is cheap and easily available, and they should be able, by making a small investment in shedding, to carry in stock a great many articles required by the farmer. The side lines show a nice profit that helps to bridge the dull spell when the grain business is practically at a standstill.

From an advertising standpoint, to say nothing of the matter of immediate profits, there is a certain advantage gained by being able to supply the wants of the farmers. Sell a farmer a steel gate that will give satisfaction and he is mighty sure to tell his neighbor about the gate and where he got it. If the gate is satisfactory the dealer who sold it is sure to receive a favorable mention. Make a dozen similar sales and your advertising will be twelve times as great.

The sale of Portland Cement by the grain dealer has received much attention within the last few years. This line is not only vigorously advertised by a number of manufacturers but the free advertising it is receiving through the farm papers is something remarkable. An almost unbelievable demand for cement has been created, and the farmer can get practical working plans for almost any farm building he desires to build of concrete. He sees these plans in every farm paper he reads; the cement companies employ the most competent men in the country to work out plans for the construction of different articles and the United States Government has published bulletins on the subject so that the farmers in almost every community are using concrete for everything they build, from fence posts to silos.

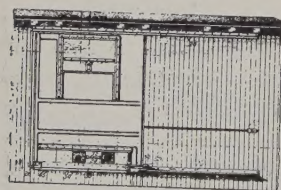
The grain dealer who secures an agency for a standard and well advertised brand of cement is simply adding another string to his bow and the result will mean more profits—every day profits.

Exports of Breadstuffs

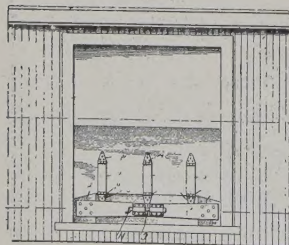
Exports of breadstuffs during the twelve months prior to July 1 included 91,461,157 bus. of wheat, 11,349,857 bbls. of wheat flour, 48,307,012 bus. of corn, 33,544,992 bus. of oats, 1,818,323 bus. of rye, and 17,297,893 bus. of barley; compared with 28,667,757 bus. of wheat, 10,982,047 bbls. of wheat flour, 39,402,218 bus. of corn, 2,133,773 bus. of oats, 3,181 bus. of rye, and 1,458,376 bus. of barley during the twelve months ending July 1, 1912.

Wheat exports totaled 5,653,642 bus. in June, compared with 147,822 bus. in June, 1912. The total value of the breadstuffs exported during the twelve months ending July 1, was \$198,562,235; compared with \$110,542,350 for this period in 1912, as reported by O. P. Austin of the Bureau of Statistics.

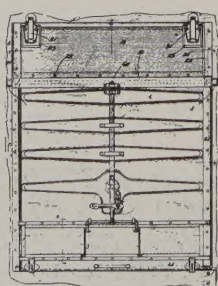
We do not like to be without the Grain Dealers Journal.—Reynolds & Rude, Ellsworth, Ia.



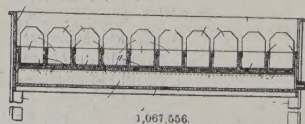
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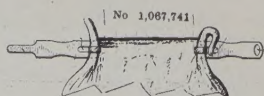
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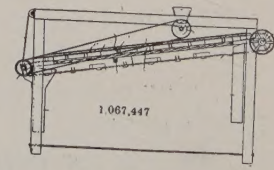
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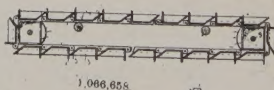
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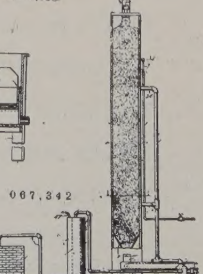
No. 1,067,741



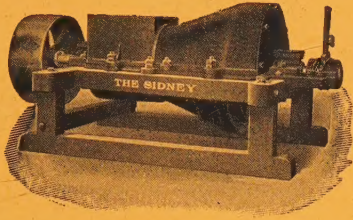
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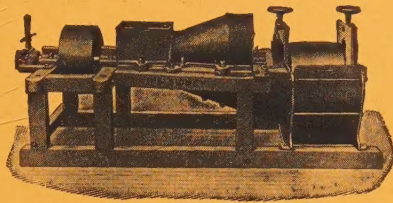
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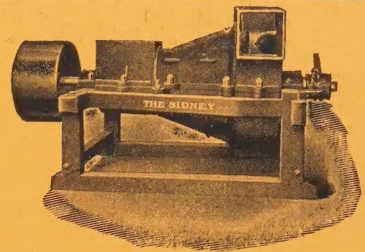
1,067,342



Sidney Regular Sheller



Sidney Combined Sheller and Boot



Sidney Fan Sheller



THE SIDNEY LINE

saves you time, brings more business to your elevator, and handles more grain faster, better and cheaper.

Efficiency is the goal striven for by every elevator machinery manufacturer, and experience, investigation and comparison will prove to you that the Sidney Line is by far the most progressive.

Sidney machinery is the most simple, practical and satisfactory equipment for handling, cleaning, conveying and elevating grain, and for perfect power transmission.

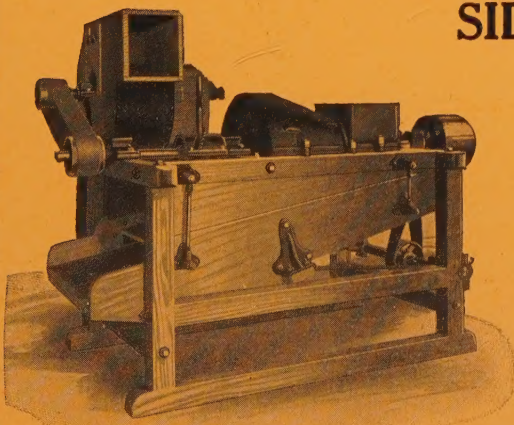
The easy and quick dumping and disposing of grain from wagons assures the farmer's appreciation and patronage.

Receiving Separators, Corn and Grain Cleaners, Corn Shellers, Manlifts, Wagon Dumps, Chain Drag Feeders, Shaker Feeders, Indicators, Turnheads, Elevator Boots, Elevator Heads, Steel Loading Spouts, and Different Articles in Power Transmission.

Every machine offers a perfect satisfaction of every want that it has been designed and built to fulfill. Our catalog No. 25 gives the description. Our users will verify their worth. Our expert mechanics and elevator engineers will tell you how the Sidney Line will make more money for you. Write

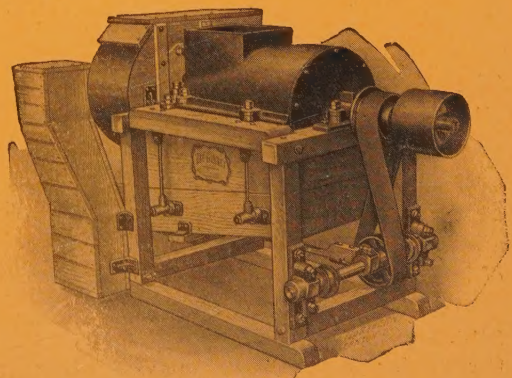
THE PHILIP SMITH MFG. CO.

Main Avenue and Shelby Street
SIDNEY, OHIO



Sidney Combined Sheller and Cleaner

*A
Complete
Stock
at
Enterprise,
Kans.,
and
Cedar Rapids,
Ia.*



Sidney Mill Sheller

WATERPROOF YOUR CONCRETE Elevator Pits and Scale Pits

Read This Letter:

Breda, Iowa, Nov. 20, 1912.

CERESIT WATERPROOFING Co.,
Chicago, Ill.

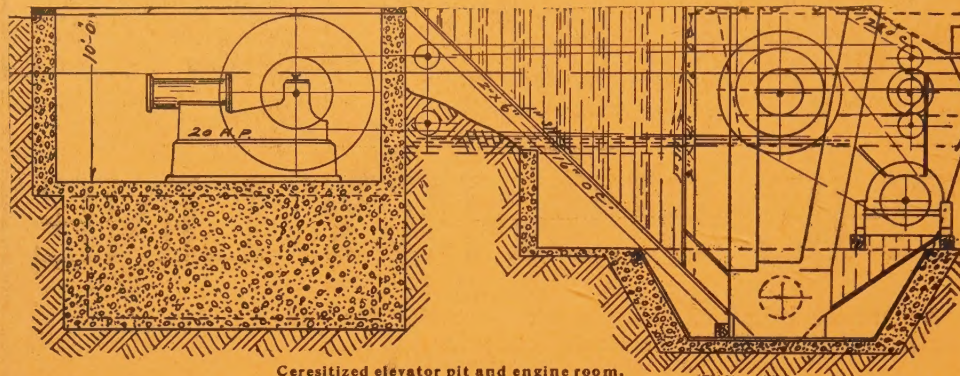
Gentlemen—The Ceresit which we have used in the construction of an elevator pit gives entire satisfaction.

Our elevator is situated on very low ground without any drainage whatever. During wet times the ground becomes so saturated that water stands on top of ground. In order to have a pit it is necessary to have a steel boat pan or something to take place of it which will keep water out.

We have found that concrete mixed with Ceresit will take the place of a steel pan at one-half the cost and last longer.

Although we have not had this newly constructed pit very long, we feel, however, we have had it thoroughly tested, as it has been surrounded by six feet of water for four months and none has passed through. We take pleasure in recommending Ceresit to any in need of such an article. Very truly,

MEYER BROS.



Ceresitized elevator pit and engine room.

Ceresit Waterproofing is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain—off grades and heated, rusting scale—short weights, failure to operate elevator on account of water in boot or tank.

Avoid these losses by waterproofing these pits by the "Ceresit" method.

CERESIT WATERPROOFING CO.

58 W. Adams Street, CHICAGO, ILL.

Branches: 1133 Broadway, New York

1218 S. Chestnut St., Philadelphia, Pa.

PLEASE CUT OUT THIS

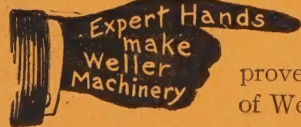
REMINDER

to write for free Book on How to Effectively and Permanently Waterproof Concrete and Cement Mortar to Ceresit Waterproofing Co., 58 W. Adams St., Chicago.

WELLER-MADE

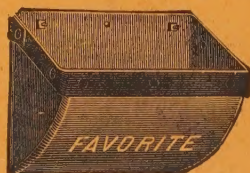
Weller Machinery Represents the Highest Quality Possible

The use of Weller Elevating and Conveying Machinery means **reducing** the cost of handling materials in elevators and mills. This is proved by the large number of Weller installations.



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The Weller line of Elevator Buckets embraces all styles for handling flour, grain and other materials. Get prices on our Favorite, Buffalo, Minneapolis "V" and other types of buckets.



Do not fail to write for our catalog No. 20; it gives full information on Weller Spiral and Belt Conveyors, Car Loading Spouts, Wagon Dumps, Power Shovels, etc.

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What more need be said?

There has never been a Dust Explosion in any mill or elevator where "The Day Dust Collecting System" has been installed.

Don't wait for the calamity to happen, but take up the matter at once with

THE DAY COMPANY

38 South 12th Street Minneapolis, Minn.